

Application for
Environmental Clearance/Initial Study (CEQA)
and
Environmental Assessment (NEPA)
[24 CFR 58.36, Revised January 1999]

12th and Keyes
Family Housing

City of San José
Department of Planning, Building, and Code Enforcement

May 2003

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ENVIRONMENTAL ASSESSMENT

Responsible Entity: City of San José

Certifying Officer: Stephen Haase, Director of Planning, Building, and Code Enforcement

Project Name: 12th and Keyes Family Housing

Project Location: Southeast Corner of Keyes Street and South 12th Street, San José, California

Estimated Total Project Cost: \$23,600,000.00

Grant Recipient: ROEM Development Corporation

Recipient Address: 1895 Dobbin Drive, San José, CA 95133-1702

Project Representative: Robert Emani

Telephone Number: (408) 928-5600

Conditions of Project Approval:

Air Quality

- < Implementation of the BAAQMD construction dust control measures (refer to page 16).

Cultural Resources

- < Include language and procedures in the General Specifications section of any excavation contract to alert the contractor to the potential for subsurface cultural resources. Procedures to be followed by the contractor in the case of an inadvertent discovery of archaeological materials should be specified including a provision that all construction operations stop within 10 meters of any find and a qualified archaeologist retained to review and evaluate the cultural materials and develop further recommendations.
- < Unanticipated cultural resources would be treated in accordance with 36 CFR 800 Part 800.13 (e.g., evaluate the significance of the discovery and develop recommendations for treatment if the discovery appears eligible for the National Register of Historic Places). Recommendations for treatment would include the preparation of a Treatment Plan which could require recordation, collection and analysis of the discovery; reporting in an appropriate professional report, and; curation of the collection and supporting documentation in an appropriate depository.
- < Treatment of any Native American burials exposed during construction would be in accordance with the State of California Public Resources Code in consultation with the Native American Heritage Commission.

Geology and Soils

- < The buildings would be designed and built in conformance with a design-level geotechnical report and with the requirements of the 1997 Uniform Building Code for Seismic Zone 4.
- < Buildings and the subsurface garage would be designed and constructed in accordance with a design-level geotechnical investigation prepared for the site, which identifies the specific design features that would be required for the project, including site preparation, compaction, excavation, foundation and subgrade design, drainage, and pavement design. The geotechnical investigation shall be reviewed and approved by the City Public Works Department prior to issuance of a building permit for the project.

Hazardous Materials

- < If construction activities uncover buried demolition debris, an asbestos and lead survey would be conducted.
- < If asbestos is found, the BAAQMD would be notified prior to any construction activities which may disturb the asbestos containing materials (ACM's).
- < All activities that disturb ACMs would be undertaken in accordance with OSHA standards to protect workers from exposure to asbestos.
- < If lead is found, the demolition would follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1.
- < Disposal of hazardous materials would occur at landfills that have acceptance criteria for the waste being disposed.

Water Quality

- < The project would be constructed in conformance with the City of San José's grading permit application process, the City of San José Post-Construction Urban Runoff Management Policy, and the NPDES General Construction Activity Storm Water Permit (refer to page 32).

Noise

- < Interior noise levels within all residential units must be maintained at or below 45 DNL, per the requirements of the City of San José, the State Building Code, and HUD requirements. Therefore, prior to the approval of building permit to construct the project, a qualified Acoustical Engineer would be retained to prepare a detailed acoustical analysis of interior noise exposure. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all new units facing out to Keyes Street and Senter Road, so that windows could be kept closed at the occupant's discretion to control noise. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may also be required for new residential uses.
- < Private balconies would be located either on courtyard facing units, the units facing South 12th Street, or the units facing the southern property line.

- < Construction operations would use available noise suppression devices and techniques. The equipment would be properly muffled and maintained.
- < Construction activities would be limited to the hours of 7:00 AM to 7:00 PM, and restricted to weekdays only.
- < "Quiet Package" construction equipment (e.g., compressors and generators) would be used to the greatest practical extent.
- < It is recommended that construction vehicles traveling to and from the site be prohibited from using residential streets (i.e., 7th, 10th and 11th Streets) to the extent feasible.

FINDING:

- ☒ **Finding of No Significant Impact**
(The project would not result in a significant impact on the quality of the human environment)
- ☐ **Finding of Significant Impact**
(The project may significantly affect the quality of the human environment)

Preparer Signature: _____ **Date:**
Title/Agency: David J. Powers & Associates, Inc.

RE Approving Official Signature: _____ **Date:**
Title/Agency: Stephen Haase, Director of Planning, Building, and Code Enforcement

I. STATEMENT OF PURPOSE AND NEED FOR THE PROPOSAL

A. PROJECT LOCATION

The rectangular shaped, 1.64-acre project site is located at the southeast corner of the intersection of South 12th Street and Keyes Street in the City of San José. The location of the project site is shown on Figures 1 and 2. The project site is comprised of Santa Clara County Assessor's Parcel Number 477-04-029.

B. PROJECT DESCRIPTION

The proposed project is the construction of 79 family housing units and a 2,500 square foot neighborhood serving commercial use such as a coffee shop. The project would provide affordable housing for families in the San José area. The housing units would be comprised of eight one-bedroom units, 46 two-bedroom units and 25 three-bedroom units. Fifty percent of the units are required to have private open space provided in the form of a 60-square foot balcony. The four-story buildings would be of typical wood-framed construction and would have a maximum building height of 55 feet. Also included in the project is an office and a community room for the family housing units. The coffee shop would be located on the corner of South 12th Street and Keyes Street. The proposed site plan for the project is shown on Figure 3 and conceptual elevations of the project are shown on Figure 4.

A landscaped common open space area would be centrally located on site. Landscaping would also be provided along the perimeter of the building and in the surface parking area. Street trees would be planted along Keyes Street and South 12th Street. A dense row of broadleaf evergreen trees and shrubs would be planted and a seven-foot fence would be constructed along the southern boundary of the project site that is adjacent to the existing residences and a seven-foot high masonry privacy wall would be constructed along the eastern boundary of the project site that is adjacent to the Union Pacific Railroad line. The privacy wall would be covered with vines and cypress trees would be planted on the project side every 10 feet along the railroad right-of-way.

As shown on Figure 3, vehicular access to the proposed project would be from a single driveway on South 12th Street. Walkways along Keyes Street and 12th Street would provide pedestrian access into the project. The project would provide a total of 156 off-street parking spaces, 144 of which would be located in a partially below grade parking garage. The top of the parking garage podium would be five feet above the ground and the garage would be a maximum of ten and one-half feet below the ground. The remaining 12 parking spaces would be provided as surface parking along the southern portion of the site in front of the main office. In addition, street parking along the project's South 12th Street frontage will also be available.

C. OBJECTIVES

The objectives of the proposed project are to provide quality affordable rental housing for families in San José and to contribute to the revitalization of the project area.

D. PROJECT APPROVALS

The following approvals would be required for the proposed project:

<	Planned Development Zoning	<	Building Permit
<	Planned Development Permit	<	Grading Permit

II. STATUTORY CHECKLIST

Factors	A/B¹	Supporting Documentation
Historic Preservation	B	See the discussion starting on page 23.
Floodplain Management	A	Per FEMA maps, the project is not within a designated floodplain. See discussion starting on page 35.
Wetlands Protection	A	See the discussion starting on page 21.
Coastal Zone	A	The project is not in or near a Coastal Zone.
Sole Source Aquifers	A	The project is not in an area designated by the EPA as being supported by a sole source aquifer. [Source: 1992 EPA Designated Sole Source Aquifer List]
Endangered Species	A	See the discussion starting on page 21.
Wild & Scenic Rivers	A	The project is not within a mile of a wild/scenic river.
Air Quality	A	See the discussion starting on page 17.
Farmland Protection	A	Per Soil Conservation Service maps, the site does not include prime or unique farmland or other farmland of statewide or local importance. See the discussion starting on page 16.
Environmental Justice	A	See the discussion starting on page 40.
HUD ENVIRONMENTAL STANDARDS		
Noise Abatement and Control (24 CFR 51B)	B	See the discussion starting on page 45.
Explosive & Flammable Operations (24 CFR 51C)	A	See the discussion on starting page 31.
Toxic Chemicals/ Radioactive Materials (HUD Notice 79-33)	A	See the discussion starting on page 31.
Airport Clear Zones & Accident Potential Zones (24 CFR 51D)	A	Per the Santa Clara County Airports Land Use Commission Land Use Plan, the site is not within any airport clear zones or accident potential zones.

¹Status A applies when no formal consultation, permit or agreement is required. Status B applies when the project requires formal consultation steps, a permit or agreement, or when it may have an effect on the resources protected by the statute.

III. ENVIRONMENTAL ASSESSMENT CHECKLIST

Introductory Note: For documentation of impacts, FIELD refers to a conclusion based upon a site visit. CONTACT refers to a personal contact with a source or official knowledgeable in a given area of expertise. PRINTED refers to a public document. EXPERIENCE refers to the expertise and professional judgment of the environmental specialist preparing this assessment. STUDY refers to a special report undertaken for this project.

	No Impact Anticipated	Potentially Beneficial	Requires Documentation Only	Requires More Study Potentially Adverse	Needs Mitigation	Requires Project Modification	Source or Documentation
Impact Categories							
Land Development							
Conformance With Comprehensive Plans and Zoning	T						PRINTED (San José General Plan)
Compatibility and Urban Impact	T						EXPERIENCE, FIELD
Slope	T						FIELD
Erosion	T						FIELD
Soil Suitability	T						FIELD, PRINTED (Cooper-Clark Maps)
Hazards and Nuisances, Including Site Safety	T						FIELD, STUDY - See p. 31
Energy Consumption	T						EXPERIENCE
Noise							
Effects of Ambient Noise on Project and Contribution to Community Noise Levels					T		STUDY - See p. 45
Air Quality							
Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels	T						PRINTED (BAAQMD CEQA Guidelines)

Impact Categories	No Impact Anticipated	Potentially Beneficial	Requires Documentation Only	Requires More Study Potentially Adverse	Needs Mitigation	Requires Project Modification	Source or Documentation
Environmental Design and Historic Values							
Visual Quality-Coherence, Diversity, Compatible Use, and Scale	T						FIELD, EXPERIENCE
Historic, Cultural, and Archaeological Resources	T						STUDY - See p. 23
Socioeconomic							
Demographic Character Changes	T						FIELD, EXPERIENCE
Displacement	T						FIELD
Employment and Income Patterns	T						EXPERIENCE
Community Facilities and Services							
Educational Facilities	T						FIELD, EXPERIENCE
Commercial Facilities	T						FIELD, EXPERIENCE
Health Care	T						FIELD, EXPERIENCE
Social Services	T						FIELD, EXPERIENCE
Solid Waste	T						FIELD, EXPERIENCE
Waste Water	T						FIELD, EXPERIENCE
Storm Water	T						FIELD, EXPERIENCE
Water Supply	T						FIELD, EXPERIENCE

		No Impact Anticipated	Potentially Beneficial	Requires Documentation Only	Requires More Study Potentially Adverse	Needs Mitigation	Requires Project Modification	Source or Documentation
Impact Categories								
Public Safety	Police	T						FIELD, EXPERIENCE
	Fire	T						CONTACT, EXPERIENCE
	Emergency Medical	T						FIELD, EXPERIENCE
Open Space and Recreation	Open Space	T						FIELD, EXPERIENCE
	Recreation	T						FIELD, EXPERIENCE
	Cultural Resources	T						STUDY - See p. 23
Transportation		T						STUDY - See p. 57
Natural Features								
Water Resources		T						FIELD
Surface Water		T						FIELD
Floodplains		T						PRINTED (FEMA Floodplain Maps)
Wetlands		T						FIELD
Coastal Zone		T						FIELD
Unique Natural Features and Agricultural Lands		T						FIELD, PRINTED (SCS Important Farmlands Map)
Vegetation and Wildlife		T						FIELD, EXPERIENCE

IV. EXISTING CONDITIONS AND TRENDS, CHECKLIST, AND DISCUSSION OF IMPACTS

This section will describe the existing conditions of the project area and its surroundings, and trends likely to continue in the absence of the project [24 CFR 58.40(a)]. This section will also clearly identify all potential environmental impacts from the project, including an explanation for those adverse impacts determined to be less than significant. The Environmental Checklist, as recommended by the CEQA Guidelines, was used to identify environmental impacts that could occur if the proposed project is implemented. The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of checklist. Mitigation measures are identified and described for all potentially significant impacts, and evaluated briefly for the expected effectiveness/feasibility of these measures, where necessary.

A. AESTHETICS

1. Setting

Visual and Aesthetic Character

The project site is located in an urbanized area of San José, is developed with a paved parking lot, and is not landscaped. Views of the project site are limited to the immediate vicinity. Photos of the project site are shown on the following page.

2. Environmental Checklist and Discussion

AESTHETICS

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Have a substantial adverse effect on a scenic vista?	"	"	"	•	"	1
2)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	"	"	"	•	"	1
3)	Substantially degrade the existing visual character or quality of the site and its surroundings?	"	"	"	•	"	1
4)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	"	"	•	"	"	1

Discussion: The proposed project would replace the existing paved surface parking lot with a new, four-story housing complex and coffee shop. The project would be subject to the City's design review process and would conform to current architectural and landscaping standards. The new development would contain Spanish-style buildings with articulation that reduces the mass of the building (refer to Figure 4). While the four story building would be taller than most existing of the existing commercial and residential development in the area, replacement of the existing paved parking lot with a new building and landscaping that conforms to the standards established for the area would generally result in an aesthetic improvement to the site and the area. There are no scenic vistas that would be affected by this project. There are no scenic resources or historic buildings or a scenic highway within the immediate vicinity of the project site.

The proposed project would include outdoor lighting that is also similar to what is found on the adjacent properties. Within its developed urban setting, the exterior surfaces would not be a significant source of glare during daytime hours. The proposed project would not significantly change the day or nighttime views in the area.

3. Conclusion

Completion of the City's design review process for the proposed new building, which is required by the zoning code, would ensure that redevelopment of the project site would result in an improved aesthetic condition over the existing parking lot, and a project that is compatible with the surrounding development. The project would have a less than significant adverse aesthetic impact.

B. AGRICULTURAL RESOURCES

1. Setting

The project site is developed with a paved parking lot and is located in an urbanized area of San José. The site and surrounding areas are not used for agricultural purposes or designated by the California Resources Agency as farmland of any type. The project site is not the subject of a Williamson Act contract.

2. Environmental Checklist and Discussion

AGRICULTURE RESOURCES

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	"	"	"	■	"	1,5
2)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	"	"	"	■	"	1,2
3)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	"	"	"	■	"	1,2

Discussion: The property is not used for agricultural purposes and has not been so used for decades. The property is not designated by the California Resources Agency as Farmland of any type, is not zoned for agricultural use and is not the subject of a Williamson Act contract. There is no property used for agricultural purposes adjacent to the project site.

3. Conclusion

The project would have no adverse impact on agricultural land or agricultural activities.

C. AIR QUALITY

1. Setting

Air quality and the amount of a given pollutant in the atmosphere is determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site closest to the project site is in downtown San José, on Fourth Street. According to the most current data available from BAAQMD, state standards for ozone were exceeded in 1999 and 2001 at the Downtown monitoring site and state standards for PM 10 (particulate matter) were exceeded at the Downtown monitoring site in 1999, 2000, and 2001. Federal standards were not exceeded for any pollutants at the Downtown monitoring station in 1999, 2000, and 2001. Violations of the carbon monoxide standards were recorded prior to 1992.

Of the three pollutants known to at times exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM 10 are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. The third pollutant, carbon monoxide, is considered a local pollutant because elevated concentrations are usually only found near the source.

The Federal Clean Air Act and the California Clean Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment area". Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. Under the California Clean Air Act, Santa Clara County is a nonattainment area for ozone and PM10. The county is either in attainment or unclassified for other pollutants.

2. Environmental Checklist and Discussion

AIR QUALITY

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:							
1)	Conflict with or obstruct implementation of the applicable air quality plan?	"	"	"	■	"	1,6
2)	Violate any air quality standard or contribute substantially to an	"	■	"	"	"	1,6

	existing or projected air quality violation?						
3)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	"	"	■	"	"	1,6
4)	Expose sensitive receptors to substantial pollutant concentrations?	"	"	■	"	"	1,6
5)	Create objectionable odors affecting a substantial number of people?	"	"	"	■	"	1,6

Discussion: The Bay Area Air Quality Management District (BAAQMD) has established thresholds for determining whether a given project has the potential for having a significant impact upon air quality. These thresholds are important because the San Francisco Bay Area has been designated a "non-attainment" area since there are annual exceedances of both Federal and State air quality standards. If a project exceeds the thresholds, a detailed air quality analysis is usually required, as well as review by BAAQMD staff. Mitigation measures for trip reductions may also be warranted. If a project does not exceed the thresholds, it is assumed to have a less than significant impact upon air quality unless there are special circumstances.

The BAAQMD thresholds applicable to this project are defined as an apartment project which has more than 530 dwelling units and/or a project which generates more than 2,000 vehicle trips per day². Because the proposed project would have only 79 dwelling units and a 2,500 square foot neighborhood serving use (e.g., coffee shop), the above thresholds would not be exceeded. The transportation impact analysis prepared for the proposed project estimated that the project would generate a total of 1,094 vehicle trips per day (refer to Section IV., O., TRAFFIC of this report). Therefore, it is concluded that the project would not result in a significant long-term impact upon air quality.

The proposed development does not include any processes that would generate objectionable odors.

Construction-Related Impacts

Construction activities such as excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-waterbase paints, thinners, some insulating materials and caulking materials would evaporate into the atmosphere and would participate in the

²Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, pg. 24, April 1996, Revised December 1999.

photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere.

The effects of construction activities would be increased dustfall and locally elevated levels of PM₁₀ downwind of construction activity. Construction dust has the potential for creating a nuisance³ at nearby properties. This impact is considered potentially significant.

Impact: Construction of the proposed project could result in significant short-term air quality impacts associated with dust generation.

Mitigation: The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices would be implemented during all phases of construction on the project site:

- C Dust-proof chutes would be used for loading construction debris onto trucks.
- C Watering would be used to control dust generation during break-up of pavement.
- C Water all active construction areas at least twice daily.
- C Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- C Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- C Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- C Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- C Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- C Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- C Install fiber rolls or other erosion control measures to prevent silt runoff to public roadways.
- C Replant vegetation in disturbed areas as quickly as possible.

³The word nuisance is used in this Initial Study to mean “annoying, unpleasant or obnoxious” and not in its legal sense.

3. Conclusion

The proposed project would not create significant long-term air quality impacts. Short-term air quality impacts associated with construction would be reduced to less than significant levels with the inclusion of proposed mitigation measures.

D. BIOLOGICAL RESOURCES

1. Setting

The project site, a paved parking lot, has extremely low value in terms of biological habitat. There are no trees or any other vegetation on the project site. Sparse vegetation occurs adjacent to the project site along the UPRR easement, however, this vegetation is highly disturbed. The site is flat and does not contain any depressions or undulations or water features which could be conducive to the establishment of wetland habitat. Undeveloped areas do occur to the north and east, however, these areas are separated from the project site by major transportation corridors (i.e., Keyes Street and Senter Street). There are no streams, creeks, or other waterways on or adjacent to the project site. The closest waterway to the project site is Coyote Creek, which is located approximately 400 feet north of the site.

Rare, threatened, endangered and sensitive plants, animals and natural communities do not occur on the project site. This conclusion is based upon the fact that the site is paved with a parking lot, and as a result, does not contain any suitable habitat for any of these species (i.e., marsh, wetland, or serpentine soils).

2. Environmental Checklist and Discussion

BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	"	"	"	■	"	1,2
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	"	"	"	■	"	1,2
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but	"	"	"	■	"	1

	not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?						
4)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	"	"	"	■	"	1
5)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	"	"	"	■	"	1,2
6)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	"	"	"	■	"	1,2

Discussion: The project site does not include riparian habitat, wetlands or any other sensitive habitat, nor is the site adjacent to any wetlands, waterway or other sensitive habitat. Implementation of the proposed project would not have any impact, direct or indirect, on any wetlands or other sensitive habitat. No threatened or endangered species are known to inhabit the site. None of the habitat expected to provide a suitable environment for sensitive species (e.g., wetlands, serpentine soils, etc.) is present on the project site.

The entire project site is developed with a paved parking lot. The project site does not contain sensitive wildlife habitat or any wildlife nursery sites, nor would its development affect any migratory corridor. The property is not addressed in any conservation plan. For these reasons, the project would not have any direct or indirect impact on any special status species or their habitat.

3. Conclusion

The proposed project would not have a significant impact on special status species or sensitive habitat. This project complies with Executive Order 11990, *Protection of Wetlands*, because it does not affect any wetlands. The project also complies with the Endangered Species Act, because it does not affect any candidate or listed species, nor any habitat used by those species.

E. CULTURAL RESOURCES

The following discussion is based upon an Archaeological Survey Report completed for the proposed project by *Basin Research Associates* and an Evaluation of Historic Resources in Compliance with the National Historic Preservation Act of 1976 by *Urban Programmers*. Due to the sensitive nature of the information contained in these reports, copies of these reports are available for review at the City of San José Department of Planning, Building, and Code Enforcement.

1. Setting

The project site is located within the former boundaries of an approximately 20-acre farm, which extended to the west and south of the site. A large farmhouse and six outbuildings dating prior to 1954 existed on the site and were removed sometime prior to 1966. Since the mid-1960s, the site has been a paved parking area.

Archaeology

The Archaeological Area of Potential Effects (APE) consists of the 1.64 acre project site, as shown on Figure 5 on the following page. A prehistoric and historic site record and literature search was conducted by the California Historical Resources Information System, Northwest Information Center, Sonoma State University, Rohnert Park. The records search found that no prehistoric or historic era sites or reported cultural resources have been recorded within or adjacent to the project site. A recorded site and a reported cultural resource are located within one-quarter mile of the APE. One cultural resource compliance report on file includes the APE. Five reports on file include adjacent streets.

The Native American Heritage Commission was contacted for a review of their Sacred Lands Inventory. No federally recognized Indian Tribes are within or near to the project site. No prehistoric sites, Native American villages, traditional use areas or contemporary use areas have been identified in or adjacent to the project site.

An archaeological field review of the project area was conducted on April 3, 2002 in accordance with standard archaeological practice for an urban location. The entire project site is a paved parking lot. No evidence of prehistoric archaeological resources or other significant historic sites was observed during the field review.

Archaeological monitoring was conducted by *Basin Research Associates* on and adjacent to the project site. As part of the SBWRP, trenching of the project site was monitored for the South Bay Water Recycling Program (SBWRP). An approximately 10-foot wide trench alignment ran roughly east/west near the southern end of the property. The depth of the trench ranged from approximately five to 10 feet below the existing surface. No archaeological deposits or isolates were observed.

Architectural

The Historic Resources Inventory of the City of San José does not list any potential or existing historic resources in the area immediately adjacent to the project site. The inventory does not list historic cultural resource entries within one-quarter mile of the project site. The only National Register listed resource within one-half mile of the project site is the Ashworth-Remillard House. This Victorian era building is one-half mile to the east of the project site and well set back from Story Road.

Figure 5 - Archaeological and Architectural APE

The Architectural Area of Potential Effects (APE) for the proposed project was determined by the patterns of recent development and the intensity of the proposed new residential development, and is considered to be the adjoining parcels to the south and one parcel deep across South 12th Street to the west. The other sides of the proposed project are separated from other development by very broad divided boulevards that create separations from other uses. The Architectural APE is shown on Figure 5.

Within the APE, there are no properties west, north, east, or south of the project site that are eligible for listing in the National Register of Historic Places. The improvement in the eastern portion of the APE is Senter Road. Further east of the APE, beyond Senter Road, is Happy Hollow, a children's amusement area within Kelley Park. Keyes Street, a broad divided street, forms the northern boundary of the APE. Across Keyes Street is an apartment building that was constructed in 1960. The two properties adjacent to the project site to the south and within the APE are 559 and 569 Spartan Court. These houses, part of a short cul-de-sac of single-family residences developed between 1955-58 were constructed in 1956 and do not exhibit high artistic value in design or construction. The properties within the western portion of the APE (single-family residences and a commercial building) are not over 50 years old and do not meet the criteria for significance established by the City of San José, the California Register, or the National Register of Historic Places.

2. Environmental Checklist and Discussion

CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	"	"	"	•	"	1,7,8
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	"	"	•	"	"	1,7
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	"	"	"	•	"	1,7
4) Disturb any human remains, including those interred outside of formal cemeteries?	"	"	"	•	"	1,7

Discussion: An Archaeological Survey Report completed for the proposed project by *Basin Research Associates* and an Evaluation of Historic Resources in Compliance with the National Historic Preservation Act of 1976 completed by *Urban Programmers* determined that the project would not effect archaeological or historic resources⁴. There are no historic properties listed, determined to be eligible, or potentially eligible for inclusion on the National Register within or adjacent to the Areas of Potential Effects (APE) (36 CFR Part 800.4). Preparation of the reports included a review of pertinent records and other data and field reviews. The archival research and field investigations did not result in the identification of any unrecorded prehistoric or historic archaeological sites or new properties eligible for the National Register.

Impact: The research completed for the project suggests a very low potential for the presence of any intact subsurface prehistoric or historic archaeological deposits. The proposed project would not result in a significant impact to historic cultural resources.

Mitigation: No further management of cultural resources is required. The following recommendations are suggested as precautionary measures for resource protection.

- Include language and procedures in the General Specifications section of any excavation contract to alert the contractor to the potential for subsurface cultural resources. Procedures to be followed by the contractor in the case of an inadvertent discovery of archaeological materials should be specified including a provision that all construction operations stop within 10 meters of any find and a qualified archaeologist retained to review and evaluate the cultural materials and develop further recommendations.
- Unanticipated cultural resources should be treated in accordance with 36 CFR 800 Part 800.13 (e.g., evaluate the significance of the discovery and develop recommendations for treatment if the discovery appears eligible for the National Register of Historic Places). Recommendations for treatment could include the preparation of a Treatment Plan which could require recordation, collection and analysis of the discovery; reporting in an appropriate professional report, and; curation of the collection and supporting documentation in an appropriate depository.
- Treatment of any Native American burials exposed during construction would be in accordance with the State of California Public Resources Code in consultation with the Native American Heritage Commission

⁴The Archaeological Survey Report (ASR) and the Historic Property Survey Report (HPSR) were prepared for a previous version of the project that contained 66-units affordable housing units and three stories tall. Although the currently proposed project is 79 units with a 2,500 square foot neighborhood serving using commercial use and four stories tall, there are no historic structures within one-quarter mile of the project site that would be potentially affected by development on the project site. For this reason, the HPSR's finding of no significant impact to historic properties would still be applicable to the larger project currently proposed. The proposed project would not result in a significant impact to cultural resources.

3. Conclusion

Based upon the above discussion, the project, as proposed, would not result in a significant adverse impact to archaeological or historic cultural resources. A Finding of No Historic Properties Affected is warranted since the undertaking would not affect any historic properties within or adjacent to the APE that are listed, eligible or evaluated as eligible for inclusion on the National Register of Historic Places (36 CFR Part 800.4 and 800.5). A letter was sent on March 27, 2002 to the State Historic Preservation Office (SHPO) requesting their concurrence of the Finding of No Historic Properties Affected. No response was received from the SHPO and, therefore, it is assumed that SHPO concurs with the finding⁵.

⁵36 CFR 800.3 states that if the SHPO/THPO fails to respond within 30 days of receipt of a request for review of a finding or determination, the agency official may proceed to the next step in the process based on the finding or determination.

F. GEOLOGY AND SOILS

1. Setting

No significant soil or geologic hazards are identified on or adjacent to the project site, based upon the City's geotechnical maps completed by Cooper-Clark & Associates, entitled, *Geotechnical Investigation for the San José Sphere of Influence* (July 1974). The site soils are alluvium, consisting of silt and silty clay loams. The site has been mapped as having moderately expansive soils when subjected to fluctuations in moisture content and weak soil layers occurring at random locations and depths.

There are no active faults identified on or adjacent to the project site. The closest active faults are the Silver Creek Fault, Quimby Fault, and Evergreen Fault, located approximately 0.7 miles east, 3.8 miles east, and 4.2 miles east of the site, respectively. A large seismic event on any of these faults could cause severe ground shaking at the project site. The project has a high potential for liquefaction, with a moderately high and moderately low potential for vertical and lateral ground failure, respectively.

GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	"	"	•	"	"	1,2,3
b) Strong seismic ground shaking?	"	•	"	"	"	1,2,3
c) Seismic-related ground failure, including liquefaction?	"	•	"	"	"	1,2,3
d) Landslides?	"	"	•	"	"	1,2,3
2) Result in substantial soil erosion or the loss of topsoil?	"	"	•	"	"	1,2,3
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-	"	•	"	"	"	1,3

	or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?						
4)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	"	•	"	"	"	3
5)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	"	"	"	■	"	3

Discussion: The proposed project would require excavation and grading for the construction of the partially below grade parking garage, and to provide for positive drainage. Due to its location within a seismically active region, the project site would be subject to strong groundshaking in the event of a major earthquake on one of the region's active faults. Soils on the project site have a high liquefaction potential and are moderately expansive. These characteristics are not unique to the proposed project, however, and do not present any special hazards associated with the proposed project. The use of common design and construction practices would avoid the potential geology and soil impacts associated with the project site.

Impact: Onsite soils have a high potential for liquefaction and the project site is located in an area subject to strong seismic ground shaking which can adversely affect structures and expose people to safety hazards. In addition, presence of moderately expansive soils on the site could result in shrinking and swelling movement affecting slabs and brittle exterior finishes.

Mitigation: The following measures are proposed by the project to reduce geology and soils impacts to a less than significant level:

- The buildings would be designed and built in conformance with a design-level geotechnical report and with the requirements of the 1997 Uniform Building Code for Seismic Zone 4.
- Buildings and the subsurface garage would be designed and constructed in accordance with a design-level geotechnical investigation prepared for the site, which identifies the specific design features that would be required for the project, including site preparation, compaction, excavation, foundation and subgrade design, drainage, and pavement design. The geotechnical investigation shall be reviewed and approved by the City Public Works Department prior to issuance of a building permit for the project.

3. **Conclusion:**

With the inclusion of the mitigation measures described above, the project would not expose persons or property to significant impacts associated with soil or geologic conditions of the site.

G. TOXICS, FLAMMABLES AND OTHER HAZARDOUS MATERIALS

1. Setting

The following discussion is based upon a Phase I Environmental Site Assessment prepared for the project site by the City of San José. The report was prepared in accordance with the guidelines set forth by the American Society for Testing of Materials ASTM, E1527-97. The identification of contaminated or hazardous materials sites is important so that potential land use compatibility and public safety impacts can be avoided in the siting of projects. A copy of the Phase I Environmental Site Assessment is included as Appendix A of this Initial Study/Environmental Assessment.

Preparation of the report included a review of historical photographs, a data base search for the purpose of identifying all sites within the project area where there is known or suspected hazardous material contamination, and a site visit. The review of historical photos revealed that prior to being developed as a parking lot in the mid 1960's, the site was the location of a farmhouse and outbuildings. Row crops extended to the west and south of the site, but the project site itself was not used for cultivation. The results of the database search indicate that there are no known contamination sites on or adjacent to the project site. Known contamination sites in the general area of the project site include three closed landfills, a national priority (Superfund) site, and several inactive fuel leak sites. There are no above ground storage tanks within one-quarter mile of the site. Due to their distance from the site, their location in relation to the direction of groundwater flow in the area (north), and/or the status of the site (i.e., closed), none of these sites are anticipated to present potential migration concerns that would impact the project site. The national priority list site is described in further detail below.

The Lorentz Barrel and Drum Company is located south of the project site at 1515 South 10th Street and had soil and groundwater contamination detected in August 1981. This drum recycling site is considered a national priority site, with the Environmental Protection Agency (EPA) acting as the lead agency on the clean-up. The contaminated soil was removed by March 1988. The groundwater extraction and treatment began in March 1992 and is currently ongoing. Groundwater contamination has been decreased and is not expected to impact adjacent properties.

During the site visit the following general observations were made: no underground or above ground storage tanks were observed; no wells or other constructed surface drainage features were observed; and no odors or other indicators of hazardous materials were observed.

While there is no historical evidence of fuel storage or waste disposal on the site, there is no documentation available pertaining to the clearing and redevelopment of site in the mid 1960's. There is a potential for demolition waste to have been buried on the site at the time of redevelopment. It is presumed the parking area use would have been impacted by differential settlement if buried waste did occur on the site. There is currently no evidence of settlement on the site; therefore, it is unlikely that any buried demolition waste is present on the site.

The project site is not located within an runway clear zone or accident potential zone of any civil or military airfield.

2. Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	"	"	"	■	"	1,9
2)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	"	•	"	"	"	1,9
3)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	"	"	"	■	"	1,9
4)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	"	"	"	■	"	9
5)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	"	"	"	■	"	1,2,10
6)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	"	"	"	■	"	1,2,10
7)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	"	"	"	■	"	1,2

- 8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? " " " ■ " 1,2

Discussion: While the Phase I Environmental Assessment did not reveal any evidence of environmental concerns related to past or present onsite or nearby activities or conditions, there are several contamination sites in the project area and there is no documentation available pertaining to the clearing and redevelopment of site in the mid 1960's. There is a potential that groundwater below the site may be contaminated and/or the potential for demolition waste to be buried on the site. If dewatering is needed for construction of the parking garage, testing of the groundwater for contaminants will be conducted prior of disposal of the water. The debris, if present, could contain hazardous materials such as asbestos or lead based paint.

There are no above ground storage tanks reported within one-quarter mile of the site that are considered to be an explosion hazard under 24 CFR Part 51C or the HUD Guidebook, *Siting of HUD-Assisted Projects Near Hazardous Facilities*. Thus, there is an acceptable separation distance between the project site and known hazardous material storage facilities. On the basis of the above discussion, it is concluded that the project complies with 24 CFR Part 51, Subpart C, as well as HUD Notice 79-33.

Impact: There is a small possibility for demolition debris to buried on the site. Demolition debris, if present on the site, could include asbestos containing materials (ACM's) or lead based paint.

Mitigation: The following mitigation measures are proposed by the project to reduce hazardous material impacts to a less than significant level:

- If construction activities uncover buried demolition debris, an asbestos and lead survey would be conducted.
- If asbestos is found, the BAAQMD would be notified prior to any construction activities which may disturb the asbestos containing materials (ACM's).
- All activities that disturb ACMs would be undertaken in accordance with OSHA standards to protect workers from exposure to asbestos.
- If lead is found, the demolition would follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1.
- Disposal of hazardous materials would occur at landfills that have acceptance criteria for the waste being disposed.

Impact: If dewatering of the site is required during construction and the groundwater below the site is not tested for contamination, contaminated water may enter the storm water system.

Mitigation: If dewatering is required during the construction of the proposed project, a dewatering plan for the project will be submitted to the City Public Works

department for review and approval. The groundwater would be tested prior to the start of construction to determine if the water is contaminated. If the water is not contaminated, the groundwater pumped from the site would be discharged into the storm water system. If the water is contaminated, then the water would be treated prior to entering the storm water system.

3. Conclusion

The above listed mitigation measures would ensure that the proposed project would not result in significant hazardous materials impacts. On the basis of the above discussion, it is concluded that the project complies with 24 CFR Part 51, Subpart C, as well as HUD Notice 79-33.

H. HYDROLOGY AND WATER QUALITY

1. Setting

The project site is completely paved and used as a parking lot; therefore, existing runoff rates from the project site are high and the runoff is likely to contain numerous non-point source pollutants⁶ such as oil and grease. Runoff from the project site currently flows off the site and into the street, where it then enters the local storm drain system.

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRM), the project site is located in Flood Zone D, which has undetermined but possible flood hazards⁷.

2. Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:							
1)	Violate any water quality standards or waste discharge requirements?	"	"	"	■	"	1
2)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	"	"	"	■	"	1
3)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	"	"	"	■	"	1

⁴Nonpoint source pollution includes materials and chemicals which enter waterways from a variety of sources. Unlike water pollutants that come from discrete "point" sources such as industrial facilities or sewage treatment plants, nonpoint source pollutants are washed by rainwater and other means from streets, construction sites, and agricultural areas.

⁵Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 060349-0025 D, August 2, 1982.

4)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	"	"	"	■	"	1
5)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	"	"	"	■	"	1
6)	Otherwise substantially degrade water quality?	"	•	"	"	"	1,2
7)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	"	"	"	■	"	1,4
8)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	"	"	"	■	"	1,4
9)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	"	"	"	■	"	1,4
10)	Be subject to inundation by seiche, tsunami, or mudflow?	"	"	"	■	"	1,4

Discussion:

Drainage

The project proposes the redevelopment of a site that is completely paved and used as a parking lot. Runoff from the site would continue to be collected and conveyed to the City's stormwater system. The proposed project would increase the amount of pervious (non-paved) area on the site, and as a result, reduce the amount of runoff that is currently discharged from the site. Therefore, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project would not deplete groundwater supplies or substantially alter drainage patterns in the area.

Flood Hazards

The project site is not within a designated 100-year flood plain; therefore, the project have no impact on 100-year flood flows nor would it expose people or property to flood hazards associated with the 100-year flood. The project site is not subject to seiche, tsunami or mud flow.

Water Quality

Construction of the proposed project would expose the site soils, thereby increasing the potential for sediment runoff into storm drain system. Eroded soil contains nitrogen, phosphorus, and other nutrients. When carried into surface water bodies, these nutrients can trigger algal blooms, which reduce water clarity, deplete oxygen, and create odors. Additional pollutants generated during construction of the project include oil, grease, and heavy metals released during operation of motorized construction equipment, as well as solvents, paints, and adhesives used in construction.

The proposed project would require a grading permit. An erosion control plan would be submitted with the grading permit application that would document the measures that would be taken to limit the discharge of sediments into the storm drain system. The proposed project would also be subject to the provisions of the City of San José's Post-Construction Urban Runoff Management Policy and the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Since the existing development was built prior to adoption of an urban runoff pollution prevention program, the construction of a new project that includes Best Management Practices (BMPs) for reducing nonpoint source runoff would result in an improvement of water quality presently being discharged from the site.

Impact: Project construction and operation would result in potential impacts to stormwater runoff quality.

Mitigation: In conformance with the City of San José's grading permit application process, the City of San José Post-Construction Urban Runoff Management Policy, and the NPDES General Construction Activity Storm Water Permit, the project would implement best management practices (BMP's) during and after construction to limit runoff contaminants from entering storm drains. The following measures would reduce water quality impacts in runoff to the maximum extent practicable⁸.

- The project would comply with the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Prior to construction grading for the proposed land uses, the applicant would file a "Notice of Intent" (NOI) to comply with the General Permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. The following measures would be included in the SWPPP:

< Preclude non-storm water discharges to the storm water system.

⁸The mitigation measures proposed by the project for construction-related air quality impacts would also reduce water quality impacts (refer to Section IV., C., Air Quality)

- < Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods.
- < Coverage of soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.
- < Perform monitoring of discharges to the storm water system.

The project would submit a copy of the draft SWPPP to the City of San José Department of Environmental Services for review and approval prior to construction of the project. The certified SWPPP would be posted at the project site and would be updated to reflect current site conditions.

When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction would be filed with the Regional Water Quality Control Board and the City of San José Department of Environmental Services. The NOT would document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the site.

- The project would comply with the City of San José Grading Ordinance, including erosion- and dust-control during site preparation and with the City of San José zoning ordinance requirement for keeping adjacent streets free of dirt and mud during construction. The following specific measures would be implemented to prevent storm water pollution and minimize potential sedimentation during construction.
 - < restricting grading to the dry season or meet City requirements for grading during the rainy season;
 - < using Best Management Practices to retain sediment on the project site;
 - < providing temporary cover of disturbed surfaces to help control erosion during construction; and
 - < providing permanent cover to stabilize the disturbed surfaces after construction has been completed.
- As part of the mitigation for post-construction runoff impacts addressed in the SWPPP, the project would implement regular maintenance activities (i.e., sweeping, maintaining vegetative swales, cleaning storm water inlet filters, litter control) at the site to prevent soil, grease, and litter from accumulating on the project site and contaminating surface runoff. Storm water catch basins would be stenciled to discourage illegal dumping.

3. Conclusion

With proposed mitigation, the redevelopment of the site is anticipated to reduce runoff rates from the project site and result in an improvement in the water quality of runoff discharged to the storm water collection system. The proposed project would not result in significant flooding impacts or contribute runoff that would exceed the capacity of the storm water collection system.

I. LAND USE AND PLANNING

1. Setting

Existing Land Uses

The project site, a paved parking lot, is situated in an urbanized area of San José and is bounded by South 12th Street to the west, Keyes Street to the north, a Union Pacific Railroad (UPRR) line to the east and residential uses to the south. The project site currently provides 175 overflow parking spaces that are mainly used during special events at Kelley Park, which is located east of the project site across Senter Road. The parking lot was used a total of 14 days in 2002, of which 12 days were for events at Kelley Park.

Surrounding Land Uses

Land uses in the project area include residential, commercial, and public quasi-public. Single-family residential uses are located adjacent to the project site to the south and across South 12th Street to the west. A multi-family residential use is located across Keyes Street to the north. Commercial development is located across from the project site on the southwest corner of South 12th Street and Keyes Street. Kelley Park is located east of the project site across Senter Road. An aerial photograph of the project site and surrounding land uses is shown on Figure 6 on the following page. Community facilities and services such as education, commercial, health care, and social services are located in the area.

City of San José 2020 General Plan

The City of San José General Plan is an adopted statement of goals and policies for the future character and quality of development of the community. The majority of the project site has a General Plan land use designation of *Medium Density Residential*, except for a small portion of its frontage along Keyes Street which is designated as *General Commercial*. The *Medium Density Residential* designation allows residential densities of 8 to 16 units per acre.

City of San José Zoning Ordinance

The City of San José's Zoning Ordinance designates the site for *Neighborhood Commercial* (C-2) along Keyes Street and the remainder of the site is zoned *Residential* (R-2).

Figure 6 Aerial Photograph with Surrounding Land Uses

2. Environmental Checklist and Discussion

LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Physically divide an established community?	"	"	"	■	"	1,2
2)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	"	"	"	■	"	1,2
3)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted or the purpose of avoiding or mitigating an environmental effect?	"	"	"	■	"	1,2

Discussion: The project proposes to rezone the site to *Planned Development, A(PD)*, in conformance with the Discretionary Alternate Use Policy entitled, *Location of Projects Proposing 100% Affordable Housing*. While the project proposes development at a density (50 units per acre) above that which is allowed under the sites current General Plan Land Use Designations, the City allows for flexibility in the permitted density under its Discretionary Alternate Use Policies. The project meets the requirement of the policy entitled, *Location of Projects Proposing 100% Affordable Housing*, which states that for properties designated for Residential, Commercial, Industrial with the Mixed Industrial Overlay, Mixed Use, or Public/Quasi-Public use on the General Plan Land Use/Transportation Diagram, development of housing at any density may be allowed under Planned Development zoning, if such housing in its entirety is:

- Rental or ownership housing affordable to very low-, low-, or moderate-income households.
- Proposed for a site and density compatible with surrounding land use designations.
- Located on a site consistent with the housing distribution policies of the General Plan.

The housing proposed by the project is 100% affordable and the coffee shop is a neighborhood supporting commercial use. The proposed project is generally compatible with the surrounding land uses, in terms of land use and density and is located on a site that is consistent with the housing distribution policies of the General Plan. The coffee shop will be located on the portion of the project site currently designated for a commercial use. Therefore, the proposed project is consistent with the City of San José General Plan.

The proposed project would not cause adverse health or environmental effects on any minority or low-income populations. On the contrary, the project is considered an improvement over the existing development on the site and would contribute to the revitalization of the project area. The project would not result in any impacts related to environmental justice. The project, therefore, would comply with Executive Order 12898, of February 11, 1994.

3. Conclusion

The proposed project would not divide an established community; nor would it conflict with any applicable habitat conservation plan or natural community conservation plan. The proposed project would not result in any significant environmental impacts related to non-conformance with a local or regional plan. Nor would the project result in any impacts related to environmental justice. The project would comply with Executive Order 12898, of February 11, 1994.

J. MINERAL RESOURCES

1. Setting

The project site is a developed property in the middle of a developed urban area. It does not contain any known or designated mineral resources.

2. Environmental Checklist

J. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	"	"	"	■	"	1,2
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	"	"	"	■	"	1,2

3. Conclusion

Development of the project as proposed would not result in any impacts to known or designated mineral resources.

K. NOISE AND VIBRATION

The following discussion is based on a noise and vibration assessment prepared in April 2003 for the proposed project by *Illingworth and Rodkin, Inc.* A copy of the report is included as Appendix B of this Initial Study/Environmental Assessment.

1. Setting

Background Information

Noise

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the periods of exposure to the sound, the frequencies involved, and fluctuations in the noise level during exposure. Noise is measured on a “decibel” scale which serves as an index of loudness. Because the human ear can not hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the “A-weighted” decibel or dBA. Further, sound is typically averaged over time. The DNL (day-night level) is a noise descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 PM - 7 AM) to account for the increased sensitivity of people to noise during sleeping hours.

Vibration

Ground vibration from passing trains consists of rapidly fluctuating motions or waves with an average motion of zero. People's response to ground vibration caused by rail activity has been best correlated to the velocity of ground motion resulting from train pass-bys. The velocity of the ground is expressed on the decibel scale. The abbreviation “VdB” is used in this document for vibration decibels to reduce the potential for confusion with sound decibels. Typical background vibration velocity levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Sixty-five VdB is the approximate threshold of perception for humans. Construction activities, train operations and street traffic are some of the most common external sources of vibration that can be perceptible inside residences.

Noise Guidelines

The Noise Element of the City of San José General Plan contains policies to achieve the City's goal to “minimize the impact of noise on people through noise reduction and suppression techniques and through appropriate land use policies.” The City of San José Noise Element utilizes the DNL descriptor. Land use compatibility guidelines for various community noise levels are described in the Noise Element. The City of San José's long-term outdoor noise level objective is 55 DNL and the short-term outdoor noise level objective is 60 DNL. The interior noise level objective is 45 DNL.

These objectives are established by the City, recognizing that the attainment of exterior noise quality in the environs of the San José International Airport, the downtown core area, and along major roadways may not be achieved in the time frame of the City's General Plan. To achieve its noise objectives, the City requires appropriate site and building design, building construction, and noise attenuation techniques in new residential development. The State of California Code of Regulations, Title 24, which applies to all new multi-family housing, specifies that when the exterior noise

exposures exceed 60 dBA DNL at planned multi-family dwelling units, an acoustical analysis must be performed to limit interior noise exposures to 45 dBA DNL or less.

HUD noise standards for housing and other noise-sensitive land uses state that DNL noise levels of up to 65 dBA are acceptable. For locations with DNL noise levels of between 65 and 75 dBA, noise attenuation measures are required, such that noise levels in habitable rooms do not exceed an DNL of 45 dBA. For DNL of above 75 dBA, the site is considered "unacceptable" and HUD specifies that special approval and noise attenuation are required, such that a DNL of 45 dBA is achieved indoors in habitable rooms.

Vibration Guidelines

The City of San José has not adopted goals and policies that can be used to assess vibration on the site associated with train operations on the adjacent railroad lines. Railroad operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains and the type of railroad track.

Although there are no standards that control the allowable vibration in new residential development within the City of San José, experience with rapid transit systems over the last few decades has begun to lay a foundation for criteria, with the development of rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. Based on this experience, the Federal Transit Administration (FTA) of the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with rapid transit projects. The FTA vibration standards for residences and buildings where people normally sleep are 72 VdB for frequent events (more than 70 events per day) and 83 VdB for infrequent events (less than 70 events per day).

Existing Noise Levels

The project site is located in the downtown area of the City of San José and is currently developed with a parking lot. Land uses adjacent to the project site include Keyes Street to the north, a Union Pacific railroad line and Senter Road to the east, single-family residential land uses to the south, and South 12th Street to the west. The major source of environmental noise on the project site is vehicular traffic on Keyes Street and Senter Road.

The Union Pacific Railroad Company reports that up to two trains per week pass the site. The trains are short, typically six to eight cars long with one engine, and pass by the site at a speed of approximately 10 miles per hour⁹. Based on this information, it is the professional opinion of the noise consultant that the infrequent train pass-bys do not measurably affect noise levels at the project site.

To quantify the existing noise environment at the project site, a total of four noise measurements (two long-term and two short-term) were taken on and nearby the project site. Figure 7, on the following page, shows the noise measurement locations.

The first long-term (24-hour) measurement (LT-1) was taken approximately 45 feet west of the center line of the Union Pacific Railroad tracks and 100 feet west of the center line of Senter Road. This measurement was used to quantify noise levels generated by railroad activity and vehicular traffic on Senter Road at the eastern property line of the project site. At this location, the measured DNL was

⁹Rob Isham, Manager of Road Operations San José, CA, Union Pacific Railroad Company, Personal Communications, April 14, 2003 and Keyes Family Housing
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67 dBA with noise levels resulting primarily from vehicular traffic on Senter Road. No train activity occurred during the measurement period. Hourly average noise levels (Leq) ranged from 52 dBA to 66 dBA during the measurement period.

Measurement LT-2 was located approximately 85 ft. south of the center line of Story Road/Keyes Street, east of Senter Road where traffic flows unhindered by traffic lights. Hourly average noise levels ranged from 56 dBA to 71 dBA at this location. At this location, the measured DNL was 71 dBA with noise levels resulting primarily from vehicular traffic on Keyes Street.

Short-term, observed noise measurements (ST-1 and ST-2) were conducted to quantify noise levels at the building setbacks on the project site. Measurement ST-1 is similar to LT-1, but set back 15 feet further west of the property line fence at the facade of the proposed buildings. Noise levels measured at this location were approximately one dB lower than at LT-1. The adjusted DNL for the site at the proposed building setback along the UPRR tracks and Senter Road is about 66 dBA. Measurement ST-2 was made at the same setback from Keyes Street as LT-2, but directly on the project site closer to the stoplight at Senter Road. Noise levels at ST-2 were found to be approximately two dBA lower than at LT-2. The adjusted DNL for the site at the proposed building setback from the center of Keyes Street is approximately 69 dBA.

Future Noise Environment

The City of San José's General Plan does not include projections for traffic increases on Keyes Street or Senter Road. As a safety factor, 1 dB was added to the measured DNL to account for future increases in traffic up to 20%. This results in a future DNL of 67 dBA at measurement location ST-1 and a DNL of 70 at location ST-2.

Existing Vibration Levels

The potential source of ground-borne vibration on the project site comes from the Union Pacific Railroad Company (UPRC) train line located along the eastern property line. This train line is used up to twice a week by a six to eight car long, one-engine train traveling about 10 miles per hour (mph). Measurements conducted at a distance of 60 feet from a slow moving train indicate that short trains traveling at about 10 mph would be expected to generate vibration levels of no more than 75 VdB at the setback of the proposed housing units.

Figure 7 Noise Measurement Locations

2. Environmental Checklist and Discussion

NOISE

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project result in:						
1)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	"	■	"	"	"	2,11
2)	Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	"	"	■	"	"	2,11
3)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	"	"	"	•	"	2,11
4)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	"	■	"	"	"	2,11
5)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	"	"	"	■	"	2,11
6)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	"	"	"	■	"	2,11

Discussion:**Noise Impacts to the Project**

The railroad reports that there are a maximum of two trains per week that pass the site. The trains are short, typically six to eight cars long with one engine, and pass by the site at a speed of approximately 10 miles per hour. Based on this information, it is the professional opinion of the noise consultant that the infrequent train pass-bys do not measurably affect noise levels at the project site.

Vehicular traffic on Keyes Street and Senter Road generate noise levels of approximately 65-70 dBA DNL on the project site. According to the City of San José Land Use Compatibility Guidelines, a noise exposure level in this range is compatible with the proposed multifamily residential development, if indoor levels are maintained at or below 45 dBA DNL. Typical construction provides approximately 15 dBA of noise reduction with the windows open and about 25 dBA with the windows closed. If open windows needed for ventilation, the occupants of the proposed project could be subject to noise levels above City and HUD guidelines. This is a significant impact.

Existing noise levels at the project site area compatible with the proposed neighborhood serving commercial use (e.g., coffee shop), and no noise impacts to this portion of the project are expected.

The proposed common outdoor use space would be located in a central courtyard shielded from traffic and potential rail noise. The noise level at this location would be under 60 dBA DNL. The noise environment in the courtyard would satisfy both the City and HUD criteria. Private outdoor use areas such as balconies or patios could be subject to excessive noise exposure if they are along the Keyes Street or Senter Road building facade.

Noise Impacts from the Project***Traffic***

The proposed project would not cause a measurable change in vehicular traffic noise along either 12th Street or Keyes Street, or any other roadways in the project area¹⁰. Because vehicular traffic noise levels would not change, project-generated traffic would not result in a noise impact.

Construction

The proposed project may result in short-term construction noise impacts upon adjacent land uses due to the use of heavy equipment during the construction phase. Construction equipment generates noise levels in the range of 70 to 90 dBA (A-weighted decibels) at a 50 foot distance from the source and has the potential for disturbing surrounding land uses when equipment is operating in the vicinity.

Commercial Use

The proposed neighborhood serving commercial use is not expected to result in noise impacts on adjacent land uses.

Vibration Impacts to the Project

Ground-borne vibration levels at the proposed building setback are estimated to be 75 VdB, which is below the 80 VdB criterion of the Federal Transit Administration for infrequent events. It should be

¹⁰Typical Keyes Family Housing noise levels double for a perceptible (3dB) increase in traffic noise levels.
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noted that the FTA definition of infrequent events is fewer than 70 pass-bys per day. It is possible that future residents of the project would notice vibration in the units when a train passes by on the adjacent rail line, but due to their extreme infrequency (up to two train pass-byes per week), no impact would be expected.

Mitigation: The project includes the following measures to ensure that the project does not result in significant noise impacts:

Mitigation for Noise Impacts to the Project

- Final plans will be reviewed by an acoustical engineer to confirm that indoor noise levels would be below 45 dBA DNL and specify what design features are needed.
- Interior noise levels within all residential units must be maintained at or below 45 DNL, per the requirements of the City of San José, the State Building Code, and HUD requirements. Therefore, prior to the approval of building permit to construct the project, a qualified Acoustical Engineer would be retained to prepare a detailed acoustical analysis of interior noise exposure. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all new units facing out to Keyes Street and Senter Road, so that windows could be kept closed at the occupant's discretion to control noise. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may also be required for new residential uses.
- Private balconies would be located either on courtyard facing units, the units facing South 12th Street, or the units facing the southern property line.

Mitigation for Construction Noise

- Construction operations would use available noise suppression devices and techniques. The equipment would be properly muffled and maintained.
- Construction activities would be limited to the hours of 7:00 AM to 7:00 PM, and restricted to weekdays only.
- "Quiet Package" construction equipment (e.g., compressors and generators) would be used to the greatest practical extent.
- It is recommended that construction vehicles traveling to and from the site be prohibited from using residential streets (i.e., 7th, 10th and 11th Streets) to the extent feasible.

3. Conclusion

Noise levels on the project site would comply with both City of San José and HUD guidelines, because the project's design includes mitigation measures to attenuate noise associated with traffic on the adjacent roadways and to reduce construction noise impacts of the proposed project. Project-related traffic would not cause a noticeable increase in noise on any public streets.

L. POPULATION AND HOUSING

1. Setting

According to the Association of Bay Area Governments (ABAG) the City of San José's population for 2000 was 941,998 with 291,370 households. For 2020 the projected population is 1,121,400 and 350,980 households.

2. Environmental Checklist and Discussion

POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	"	"	■	"	"	1,2
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	"	"	"	■	"	1,2
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	"	"	"	■	"	1,2

Discussion: While the project does propose to construct housing it is not expected to substantially increase population growth due to the relatively small size of the project. The proposed project would not extend roads or other infrastructure, or displace people or housing.

3. Conclusion

The proposed redevelopment of the site with a 79-unit family housing complex and a 2,500 square foot neighborhood serving commercial use (e.g., coffee shop) would not result in significant adverse impacts on population and housing in the City or region.

M. PUBLIC SERVICES

1. Setting

Fire Service

Fire protection to the project site is provided by the San José Fire Department (SJFD), which serves a total area of 203 square miles. The San José Fire Department responds to all fires, hazardous material spills, and medical emergencies (including injury accidents) in the project area. It is the San José Fire Department's goal to not exceed four minutes for the "first response" and six minutes for the "second response" times.

The closest fire station to the project site is Station No. 3, located at 98 Martha Road just over one mile from the site. Assuming that Station No. 3 is not responding to another call, it would be the first station to respond to an emergency at the proposed project. Station No. 3 is equipped with one engine company and one truck company. Both companies carry paramedics. In 2001 this station responded to 2,708 calls including 2,115 medical, 189 fires, and 404 other emergencies.

Police Service

Police protection services are provided to the project site by the City of San José Police Department (SJPD). Officers patrolling the project area are dispatched from police headquarters, located at 201 West Mission Street. The SJPD presently consists of approximately 1,411 sworn officers and 402 civilian personnel.

The SJPD consists of 83 Beats. Each beat is assigned to one of 16 Districts. The Beats are identified with a number and the Districts are identified with a letter. The project site is located in District L, Beat 4 of the SJPD's service area. In 2000, District L has 4,920 crimes, consisting of 1,948 felonies and 2,972 misdemeanors. The most frequent felonies in the project area included narcotics felonies, patrollable auto theft, and aggravated assault. The most frequent misdemeanors included simple assault, narcotics misdemeanors, and car clout.

Schools

The project site is located within the San José Unified School District. Elementary school age children would attend Lowell Elementary School. Middle and high school age children would attend Herbert Hoover and Lincoln, respectively.

Parks

The project site is located in Council District 7, which has one community garden, eight neighborhood parks, and one regional park. The nearest park to the project site is Kelley Park, which is located less than 200 feet east of the project site across Senter Road. Kelly Park is a regional park, and includes the Lenninger Center, Japanese Gardens, and the San José Historical Museum.

2. Environmental Checklist and Discussion

PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	"	"	■	"	"	1,12
Police Protection?	"	"	■	"	"	1,2
Schools?	"	"	■	"	"	1,2
Parks?	"	"	■	"	"	1,2
Other Public Facilities?	"	"	■	"	"	1,2

Discussion:

Fire Service

Emergency response to the project site is within the standard recommended travel times for a first alarm fire¹¹. The project would be built in conformance with current codes, including features such as sprinklers that would reduce potential fire hazards. While adherence to codes would minimize the potential damage and risk from fire and other hazards, the existing laws represent minimum standards and do not safeguard against all hazards. The increased development on the site would incrementally increase the demand for fire service. The increased demand, however, is not expected to result in the need for any new fire station facilities.

Police Service

The project design would be reviewed to ensure that it incorporates appropriate safety features to minimize criminal activity. The increased development on the site would incrementally increase the demand for police service. The increased demand, however, is not expected to result in the need for any new police facilities.

⁷Phone conversation with Walter Fujczak at the San José Fire Department, April 2002.

Schools

Due to the relatively small size of the project, it would not require any new school facilities and the increased demand on existing facilities would be further reduced with the payment of the school impact fee. Based upon the San José Unified School District's student generation rate (0.20), the project would generate approximately 16 students that would attend schools within the San Jose Unified School District¹².

State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to issuance of building permit. In San José, future development project applicants can either negotiate directly with the affected school district(s), or they can make a "presumptive payment" of \$1.93 per square foot for multi-family units. The school district is responsible for implementing the specific methods for mitigating school effects under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would partially offset project-related increases in student enrollment.

Parks

Due to the small size of the project, it is not expected to substantially increase the usage of the parks in the area such that they would deteriorate or require new park facilities. The project includes the construction of 6,600 square feet of common open space areas on the site, including a courtyard area and a community room. In addition, the City of San José's Parkland Dedication Ordinance requires parkland dedication in lieu of fees, or a combination thereof, in order to offset a residential project's impacts on existing park services. The acres of parkland required would be based upon the Acreage Delineation Formula outlined in the Parkland Dedication Ordinance¹³.

3. Conclusion

The proposed project would not result in any significant impacts on the physical environment as a result of increased demand for fire protection, police protection, schools, parks and other public services.

¹²Robert Gonzales, Administrator, San Jose Unified School District, Personal Communication, May 13, 2003.

¹³Minimum Acreage Dedication = (0.03 acres) x (number of dwelling units) x (average persons per household)

N. RECREATION

1. Setting

Numerous neighborhood parks and one regional park are located near the project site. The closest park to the project site is Kelley Park, which is a regional park.

2. Environmental Checklist and Discussion

RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	"	"	■	"	"	1,2
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	"	"	■	"	"	1,2

Discussion: The proposed project would incrementally increase the use of recreational facilities in the vicinity of the proposed project. The small increase in use, however, would not substantially accelerate the deterioration of any facility. The project includes a community room and central courtyard area. These on-site facilities would further reduce the impacts on local recreational facilities.

3. Conclusion

The proposed project would not result in a significant impact to recreational facilities in the vicinity of the project.

O. TRANSPORTATION/TRAFFIC

The following discussion is based upon a Transportation Impact Analysis report prepared for the proposed project by *Hexagon Transportation Consultants, Inc.*, in April 2003. A copy of the report is included as Appendix C of this Initial Study/Environmental Assessment.

1. Setting

Existing Roadway Network

Regional access to the site is provided by Interstate 280 and Guadalupe Parkway (SR 87), and local access to the site is provided by 12th Street, Keyes Street, Monterey Road, 10th Street, 11th Street, and Senter Road.

Existing Bicycle and Pedestrian Facilities

The closest bikeways are along Keyes Street in front of the project site and along Senter Road, 100 feet east of the project site.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas. Sidewalks are found along Keyes Street and Senter Road in the project area and along the local residential streets adjacent to the site. A pedestrian crosswalk is located at the intersection of Keyes Street and Senter Road.

Existing Transit Service

Existing transit service to the project area is provided by the Valley Transportation Authority (VTA). The project area is served directly by two local bus routes, with bus stops located on Keyes Street in front of the project site. The 25 line provides service between the National Hispanic University (located at White Road and Story Road) and De Anza College, with 10- to 30-minute headways during commute hours. The 73 line provides service between Downtown San José and Snell and Capitol Expressway, with 15-minute headways during commute hours. Other bus lines in the vicinity of the project site include bus line 82. The 82 line provides service between Westgate and Hedding/Seventeenth Street, with 30-minute headways during commute hours.

2. Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	"	"	■	"	"	13
2)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	"	"	■	"	"	13
3)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	"	"	"	■	"	1,2
4)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	"	"	"	■	"	1,2,13
5)	Result in inadequate emergency access?	"	"	"	■	"	1,2,13
6)	Result in inadequate parking capacity?	"	"	"	■	"	1,2,13,14
7)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	"	"	"	■	"	1,2,13

Discussion:

Traffic

The potential impacts of the project on the local roadway system were evaluated in accordance with the standards set forth by the City of San José level of service policy. The study included an analysis of AM and PM peak-hour traffic conditions for the seven signalized intersections listed below.

- South 10th and I-280 northbound on-ramp
- South 10th and I-280 southbound off-ramp
- South 11th and I-280 northbound off-ramp
- South 11th and I-280 southbound on-ramp
- South 10th Street and Keyes Street
- South 11th Street and Keyes Street
- Senter Road and Keyes Street

Freeway level of service analysis was not performed since project trips on freeway segments would not be greater than one percent of the capacity of the segments, which is the threshold for determining whether a development would have a potential significant freeway impact.

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip rates were taken from two sources: (1) *Interim Guidelines for Traffic Impact Analysis of Land Use Developments*, June 1994, City of San José Department of Public Works; and (2) *Institute of Transportation Engineers (ITE) Trip Generation Manual*, 6th Edition. The City of San José trip generation rates were used for the residential land use. The ITE fast-food restaurant with drive-through window rates were used for the proposed neighborhood serving commercial use (e.g., coffee shop) and a 50 percent pass-by reduction was applied to the coffee shop trip generation. Based on these rates, it is estimated that the proposed project would generate a net total of 110 AM peak hour trips and 89 PM peak hour trips. Using the inbound/outbound splits specified by the two sources, the project would produce 48 inbound trips and 61 outbound trips during the AM peak hour and 53 inbound and 37 outbound trips during the PM peak hour. The majority of the trips exiting the site are assumed to go south on South 12th Street and then north on South 11th Street to travel west and north, because no left turns are allowed at the intersection of South 12th and Keyes Streets.

The results of the intersection level of service analysis show that none of the signalized study intersections would be impacted by the project according to City of San José level of service standards.

Site Access and Circulation

The project site plan proposes one access point to the site, located on South 12th Street. This driveway, a full access driveway, would provide access to the parking garage, which would be located partially underground, and a small surface parking lot located at the south end of the project site, in front of the main entrance. The driveway would be designed to meet City of San José standards to provide adequate emergency access.

The site plan shows good pedestrian circulation within the development. Pedestrians can easily access both South 12th Street and Keyes Street and the surrounding pedestrian facilities, including the existing sidewalks, bus stops, and nearby public park.

Parking

The project proposes a total of 156 off-street parking spaces. Twelve of the proposed parking spaces would be located in the surface parking lot at the south end of the project site and 144 parking spaces would be located in the underground parking garage. Parking stalls and aisles would be designed to meet City of San José standards, which accommodate passenger vehicles as well as emergency vehicles. The proposed project meets the parking requirements in the City of San José Zoning Ordinance. The amount of off-street parking proposed is sufficient to serve the project. In addition, approximately 12 spaces along the project's frontage on South 12th Street would also be available to serve the project.

Development of the project will result in the loss of a 175-space paved parking lot. The 175 spaces are typically used as overflow parking for special events at Kelley Park, which is located across Senter Road from the site. In 2002, the parking lot was used a total of 14 days. Upon development of the proposed project, alternative parking facilities would be needed to fulfill the overflow parking demand currently served by the existing parking lot on the project site. The City of San José Parks, Recreation, and Neighborhood Services Department has stated that existing parking spaces in the San José State University parking lot located on the corner of Humboldt Street and 12th Street (approximately 0.1 miles south of the project site) and/or the Municipal Stadium parking lot on Alma Avenue (approximately 0.5 miles south of the project site) are available for overflow parking on event days at Kelley Park, and the Department has a standing agreement for their use.

3. Conclusion

The project would not result in impacts to traffic or transportation systems.

P. UTILITIES AND SERVICE SYSTEMS

1. Setting

The project site is located in a developed area of San José, and as a result, existing utilities are located on and adjacent to the site.

The San José/Santa Clara Water Pollution Control Plant (WPCP) in Alviso would provide waste water treatment for the project. Sanitary sewer lines in the project area are owned and maintained by the City of San José. A 48-inch sanitary sewer line is located on the project site along Keyes Street.

Storm drainage lines in the project area are provided and maintained by the City of San José. There is an existing 10-inch storm line along South 12th Street and a 12-inch storm line at the intersection of South 12th Street and Keyes Street.

Electricity and gas service is provided to the site by Pacific Gas and Electric (PG&E).

Water service is provided to the site by the San José Water Company. There is an existing six-inch water line along South 12th Street and two 18-inch water lines along Keyes Street. Fire hydrants in the project area include one at the southwest corner of South 12th Street and Keyes Street and another at the northwest corner of East Humbolt Street and South 12th Street.

Solid waste collection in San José is provided by a number of non-exclusive service providers and the waste may be disposed of at any of the four privately owned landfills in San José. According to the Source Reduction and Recycling Element of the City's General Plan and the County-wide Integrated Waste Management Plan, there is sufficient landfill capacity for at least 30 more years. Recycling services for the site are available from private recyclers.

2. Environmental Checklist and Discussion

UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
	Would the project:						
1)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	"	"	■	"	"	1,2
2)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	"	"	■	"	"	1,2,16

3)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	"	"	■	"	"	1,2,16
4)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	"	"	■	"	"	1,2,16
5)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	"	"	■	"	"	1,2,16
6)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	"	"	■	"	"	1,2
7)	Comply with federal, state, and local statutes and regulations related to solid waste?	"	"	"	■	"	1,2

Discussion: The project site is currently served with all necessary utilities and would not exceed the capacity of any existing utilities. An easement would be provided for the existing sanitary sewer line located along Keyes Street on the project site. There is the option for the project site to connect to the storm sewer lines on South 12th Street or at the intersection of South 12th Street and Keyes Street. There is adequate capacity in all of these lines for the proposed project¹⁴.

3. Conclusion

The project would not exceed the capacity of existing utility systems.

¹⁴ Don and Keyes with Pete McGowan, Civil Engineering Associates, April 17, 2002.
Environmental Assessment / Initial Study

Q. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	"	"	■	"	"	1,7,8
2)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	"	"	■	"	"	1,2
3)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	"	"	■	"	"	1,2,3,4,5, 6,7,8,9, 10,11,12, 13,14,15

Discussion: The proposed development would contribute incrementally to traffic, air quality, and noise impacts associated with development in an urban area. Project impacts on the natural and human environment would be less than significant, and mitigation measures have been included in the project to reduce any potential impacts to a less than significant level.

CHECKLIST INFORMATION SOURCES

1. Professional judgment and expertise of the environmental specialist preparing this assessment, based upon a review of the site and surrounding conditions, as well as a review of the project plans.
2. City of San José 2020 General Plan, August 1994.
3. Cooper-Clark & Associates, entitled, *Geotechnical Investigation for the San José Sphere of Influence* (July 1974).
4. Federal Emergency Management Agency, Flood Insurance Rate Map(FIRM), Panel Number 060349-0025 D, August 2, 1982
5. California Department of Conservation, Division of Land Resource Protection, *Santa Clara County Farmlands Map*, 2000.
6. Bay Area Air Quality Management District, *CEQA Guidelines*, April 1996.
7. Basin Research Associates, *Archaeological Survey Report/Finding of Effect 12th and Keyes Family Housing Project*, City of San José, Santa Clara County, California.
8. Urban Programmers, *Evaluation of Historic Resources in Compliance with the National Historic Preservation Act of 1976 (as amended), Section 106, A Proposed Development of 66 Affordable Apartments to be Located at the S/E Corner of S. 12th Street and Keyes Street, San José, Santa Clara County, CA*, May 2000.
9. City of San José, *Phase I Environmental Site Assessment for APN 477-04-029, Keyes St. at 12th St. Southeast Corner*, March 19, 2002.
10. Airport Land Use Commission, *Land Use Plan for Areas Surrounding Santa Clara County Airports*, September 1992
11. Illingworth and Rodkin, Inc., *12th and Keyes Multifamily Housing Environmental Noise and Vibration Assessment*, San José, CA, April 18, 2003
12. Walter Fujczak, San José Fire Department, April 2002
13. Hexagon Transportation Consultants, Inc., *Twelfth and Keyes Residential Development Transportation Impact Analysis*, May 13, 2003.
14. Hexagon Transportation Consultants, Inc., *Parking Analysis for the Proposed Residential Development at Twelfth and Keyes*, April 21, 2003.
15. City of San José Parks, Recreation and Neighborhood Services Department, April 2003.
16. Pete McMorrow, Civil Engineering Associates, April 17, 2002.

V. ALTERNATIVES TO THE PROPOSED ACTION

A. NO PROJECT ALTERNATIVE

The No Project Alternative consists of leaving the site in its present condition as a paved parking lot. Under this alternative, both the potentially beneficial and adverse impacts of the 12th and Keyes Family Housing Project would be avoided. Adverse impacts which would be avoided would include the generation of additional traffic to and from the site, air pollutant emissions associated with increased traffic, construction impacts, and the demands on urban services. However, it should be noted that the magnitude of these adverse impacts associated with the proposed project would not be significant. Thus, the No Project Alternative would not avoid any significant environmental impacts since none are expected if the 12th and Keyes Family Housing Project is constructed, with the included mitigation measures.

The No Project Alternative would not meet the goals and objectives of the proposed project which are to provide affordable family rental housing in San José. Since the proposed project would contribute to the revitalization of the South of Keyes neighborhood, the No Project Alternative would also eliminate this positive aspect of the project.

B. REDUCED DENSITY ALTERNATIVE

One alternative to the proposed project would be to reduce the density of the development by reducing the number of the housing units. A reduction in density would have the effect of reducing some of the impacts associated with the project as it is now proposed. For example, reducing the number of units would decrease traffic, air pollutant emissions associated with traffic, and demands upon urban services. Potential construction-related impacts would be similar to those of the proposed project. As discussed in this Environmental Assessment/Initial Study, however, none of those impacts would be significant under the proposed project. Thus, a reduced density alternative would not avoid any significant environmental effects which would otherwise occur.

A reduced density alternative would result in fewer families being served, as compared to the proposed project. Reducing the density would also result in underutilization of the land and increase the cost per dwelling unit. Thus, while the basic goals and objectives of the project would still be realized under a reduced density alternative, the attainment of those goals and objectives is greater under the proposed project.

C. LOCATION ALTERNATIVES

Location alternatives were not evaluated, since the proposed project would not result in any significant environmental impacts at the site where it is proposed, and because the project at the proposed site is compatible with the surrounding uses. Evaluation of alternative locations is normally warranted when a project has significant impacts at a given site and there is a possibility that an alternative site(s) would avoid those impacts.

VI. REFERENCES

Airport Land Use Commission, *Land Use Plan for Areas Surrounding Santa Clara County Airports*, September 1992

Association of Bay Area Governments, *Projections 2000 Forecasts for the San Francisco Bay Area to the Year 2020*, December 1999.

Basin Research Associates, *Archaeological Survey Report/Finding of Effect 12th and Keyes Family Housing Project*, City of San José, Santa Clara County, California.

Bay Area Air Quality Management District, *CEQA Guidelines*, April 1996.

California Department of Conservation, Division of Land Resource Protection, *Santa Clara County Farmlands Map*, 2000.

City of San José 2020 General Plan, August 1994.

City of San José Parks and Recreation Department, April 2003.

City of San José, *Phase I Environmental Site Assessment for APN 477-04-029, Keyes St. at 12th St. Southeast Corner*, March 19, 2002.

Cooper-Clark & Associates, entitled, *Geotechnical Investigation for the San José Sphere of Influence* (July 1974).

Federal Emergency Management Agency, Flood Insurance Rate Map(FIRM), Panel Number 060349-0025 D, August 2, 1982.

Hexagon Transportation Consultants, Inc., *Twelfth and Keyes Residential Development Transportation Impact Analysis*, May 13, 2003.

Hexagon Transportation Consultants, Inc., *Parking Analysis for the Proposed Residential Development at Twelfth and Keyes*, April 21, 2003.

Illingworth and Rodkin, Inc., *12th and Keyes Multifamily Housing Environmental Noise and Vibration Assessment*, San José, CA, April 18, 2003.

San José Fire Department, April 2002.

United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968.

Urban Programmers, *Evaluation of Historic Resources in Compliance with the National Historic Preservation Act of 1976 (as amended), Section 106, A Proposed Development of 66 Affordable Apartments to be Located at the S/E Corner of S. 12th Street and Keyes Street, San José, Santa Clara County, CA*, May 2000.

VII. AUTHORS AND CONSULTANTS

Authors: **City of San José Department of Planning, Building, and Code Enforcement**
Stephen Haase, Director
Ron Eddow, Senior Planner
John Davidson, Project Manager

Consultants: **David J. Powers & Associates, Inc.**
Judy Shanley, Principal
Demetri Loukas, Project Manager
Stephanie Grotton, Graphic Artist

Hexagon Transportation Consultants
Michelle Hunt, Principal

Illingworth and Rodkin, Inc.
Rich Illingworth, Principal

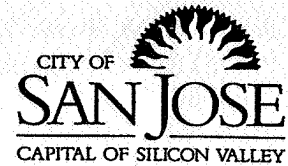
Basin Research Associates, Inc.
Colin Busby, Principal

Urban Programmers
Bonnie Bamburg

Appendix A

Phase I Environmental Assessment

Memorandum



TO: Anne DeBolt, Real Estate

FROM: Gary Lynch

**SUBJECT: PHASE I ENVIRONMENTAL SITE
ASSESSMENT FOR APN 477-04-029
Keyes St. at 12th St. Southeast corner**

DATE: 19 March, 2002

Approved

Date

At your request the Environmental Services Department has performed a Phase I Environmental Site Assessment (ESA) for a property located at the southeast corner Keyes St. at 12th St. This report was prepared using guidelines presented in the document titled "STANDARD PRACTICE FOR ASSESSMENTS: PHASE I ENVIRONMENTAL SITE ASSESSMENT PROCESS" (The American Society for Testing of Materials ASTM, E1527-97). The report was prepared in accordance with general accepted standards for site assessments and has been modified to meet local conditions and concerns.

The purpose of this investigation was to conduct an environmental assessment that would address real and potential environmental impairments or risk of impairments that may represent existing or potential financial and legal liabilities to the City or impact the City's plans for redevelopment of the site.

The property in question is a 1.64-acre rectangular parcel fronting Keyes St. on the north side near the intersection with Senter Road. The east side of the property is bounded by a Union Pacific railroad line which in recent years is used only occasionally and is under consideration for abandonment. The site has been a developed parking area since the mid 60's. Prior to that, the site was the location for a farmhouse and outbuildings for a larger farm which extended to the west and south of the site. The rest of the farm site has been developed into residential and commercial uses in the mid 60's. A review of historical aerial photographs was conducted at Pacific Aerial in Oakland on 2/19/02. Prior to 1954 and up to some time prior to 1966 the site contained a large farm house and approximately six outbuildings supporting a larger farm site of approximately 20 acres extending to the west and south of the building complex. There were no above ground fuel storage tanks observed on the photos reviewed. The cultivated row crops extended to the west and south of the site but the current site (parking area) was not part of the cultivated area. Sometime before 1966 the site was cleared, development occurred on the surrounding properties, and the site in 1966 is observed to be a cleared and paved site with three clumps of trees remaining on the site. In 1976 a billboard was also present on the lot on the northwest corner. In 1984 there is now only one tree on the site. The site is currently in the same use with no additional elements present.

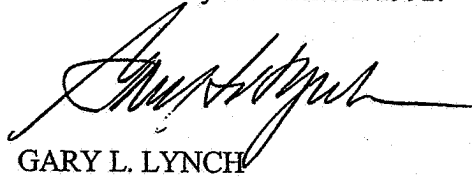
A map of the location is provided in the attachments. During the inspection the following general observations were made: no underground or above-ground storage tanks were observed; no staining of soil was observed; no wells or other constructed surface drainage features were

observed; and no indications of odors were observed. No hazardous materials were observed on the site.

A review of all known databases of all known contamination sites was conducted and the results of that review (attached) indicate that there are no known contamination sites adjacent to the property in question. Known contamination sites in the general area include three closed landfills, a federal superfund site, and several inactive fuel leak sites. None of these sites are anticipated to present potential migration concerns that would impact the property in question.

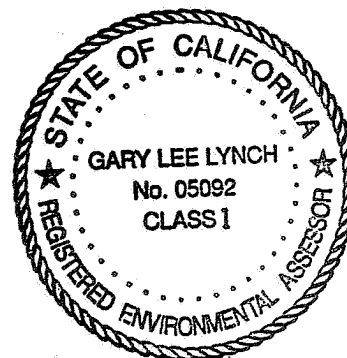
While there is no historical evidence of fuel storage or waste disposal on this site, there is no history available related to the clearing and redevelopment of the site in the mid 60's. There is a potential for demolition waste to have been buried on the site at the time of redevelopment even though its new use as a parking lot would presumably have been impacted by differential settlement. There is no evidence currently of settlement on the site but future redevelopment/excavation on the site could uncover previously buried waste. I would not recommend additional investigation at this time since there is only a small likelihood of finding such areas if they are present, unless or until major excavation of the site is conducted. If such waste, if discovered, it can be mitigated as part of the construction project. I would not recommend any additional investigation as warranted by the history of the site.

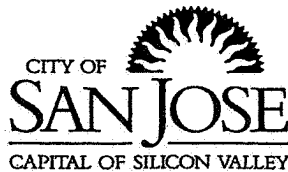
This environmental assessment did not reveal any evidence of environmental concerns related to past or present on-site activities or conditions and based on this study it is concluded that the subject property has not been impacted with known environmental concerns. If I can provide additional assistance on this matter please contact me directly at extension 2992.



GARY L. LYNCH
Municipal Compliance Manager
Municipal Compliance Division
Environmental Services Department

Attachment
Vista Report
map





Memorandum

TO: GARY LYNCH
Environmental Program

FROM: ANNE DeBOLT
Public Works Real Estate

SUBJECT: Phase 1 Environmental Site
Assessment
Keyes St at 12th St, South, Southeast Corner
477-04-029

DATE: 11-26-01

APPROVED:

DATE:

The City of San Jose is contemplating selling the above parcel of City-owned land. I have attached an Assessor Map for the parcel.

Please prepare a report in accordance with "Standard Practice for E1527-97 Environmental Site Assessments: Phase I Environmental Site Assessment Process" as published by the American Society for Testing and Materials adopted March, 1993, amended April, 1994, and March, 1997, and as such standard may be amended or revised from time to time.

Thank you for your help. Please have your report to me no later than December 17, 2001. Your staff time for this request may be charged to 001-57-000789.

If you need additional information regarding this work request, please contact me at extension 5153.

ANNE DeBOLT
Project Manager

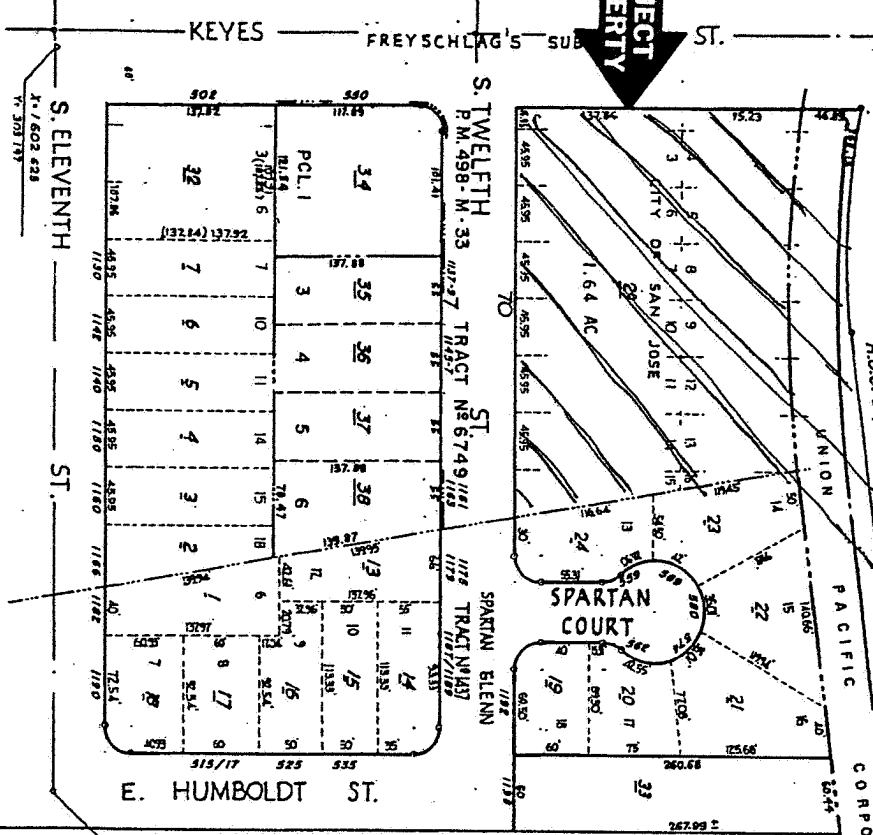
/adb
Encl.



SENIER ROAD

R.O.S. 633/37-40
PACIFIC CORPORATION SBE 843-43(04)3A PCL. 43-A (ASSESSED ON PG. 5)
P.M. 553-M-46

SUBJECT PROPERTY



X-1 602 428
V- 302 737

X-1 602 925
V- 302 576

(3)

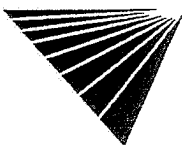
(5)

(10)

SITE ASSESSMENT REPORT

PROPERTY INFORMATION	CLIENT INFORMATION
Project Name/Ref #: Anne DeBolt Keys at 12th St., Southwest Corner San Jose, CA 95112 Latitude/Longitude: (37.325275, 121.864924)	

Site Distribution Summary			within 1/8 mile	1/8 to 1/4 mile	1/4 to 1/2 mile	1/2 to 1 mile
Agency / Database - Type of Records						
A) Databases searched to 1 mile:						
US EPA	NPL	National Priority List	0	0	1	0
US EPA	CORRACTS	RCRA Corrective Actions (w/o TSD)	0	0	0	0
US EPA	TSD	RCRA Corrective Actions and CORRACTS associated TSD	0	0	0	3
STATE	SPL	State equivalent priority list	0	0	1	0
B) Databases searched to 1/2 mile:						
STATE	SCL	State equivalent CERCLIS list	0	0	0	-
US EPA	CERCLIS / NFRAP	Sites currently or formerly under review by US EPA	0	0	0	-
US EPA	TSD	RCRA permitted treatment, storage, disposal facilities	0	0	0	-
STATE	LUST	Leaking Underground Storage Tanks	3	1	10	-
STATE	SWLF	Permitted as solid waste landfills, incinerators, or transfer stations	0	1	1	-
C) Databases searched to 1/4 mile:						
STATE	UST	Registered underground storage tanks	2	1	-	-
STATE	AST	Registered aboveground storage tanks	0	0	-	-
NOTES						



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Site Distribution Summary			within 1/8 mile	1/8 to 1/4 mile	1/4 to 1/2 mile	1/2 to 1 mile
Agency / Database - Type of Records						
D) Databases searched to 1/8 mile:						
US EPA	ERNS	Emergency Response Notification System of spills	1	-	-	-
US EPA	LG GEN	RCRA registered large generators of hazardous waste	0	-	-	-
US EPA	SM GEN	RCRA registered small generators of hazardous waste	1	-	-	-
STATE	SPILLS	State spills list	0	-	-	-

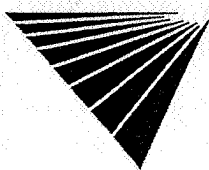
This report meets the ASTM standard E-1527 for standard federal and state government database research in a Phase I environmental site assessment. A (-) indicates a distance not searched because it exceeds these ASTM search parameters.

LIMITATION OF LIABILITY

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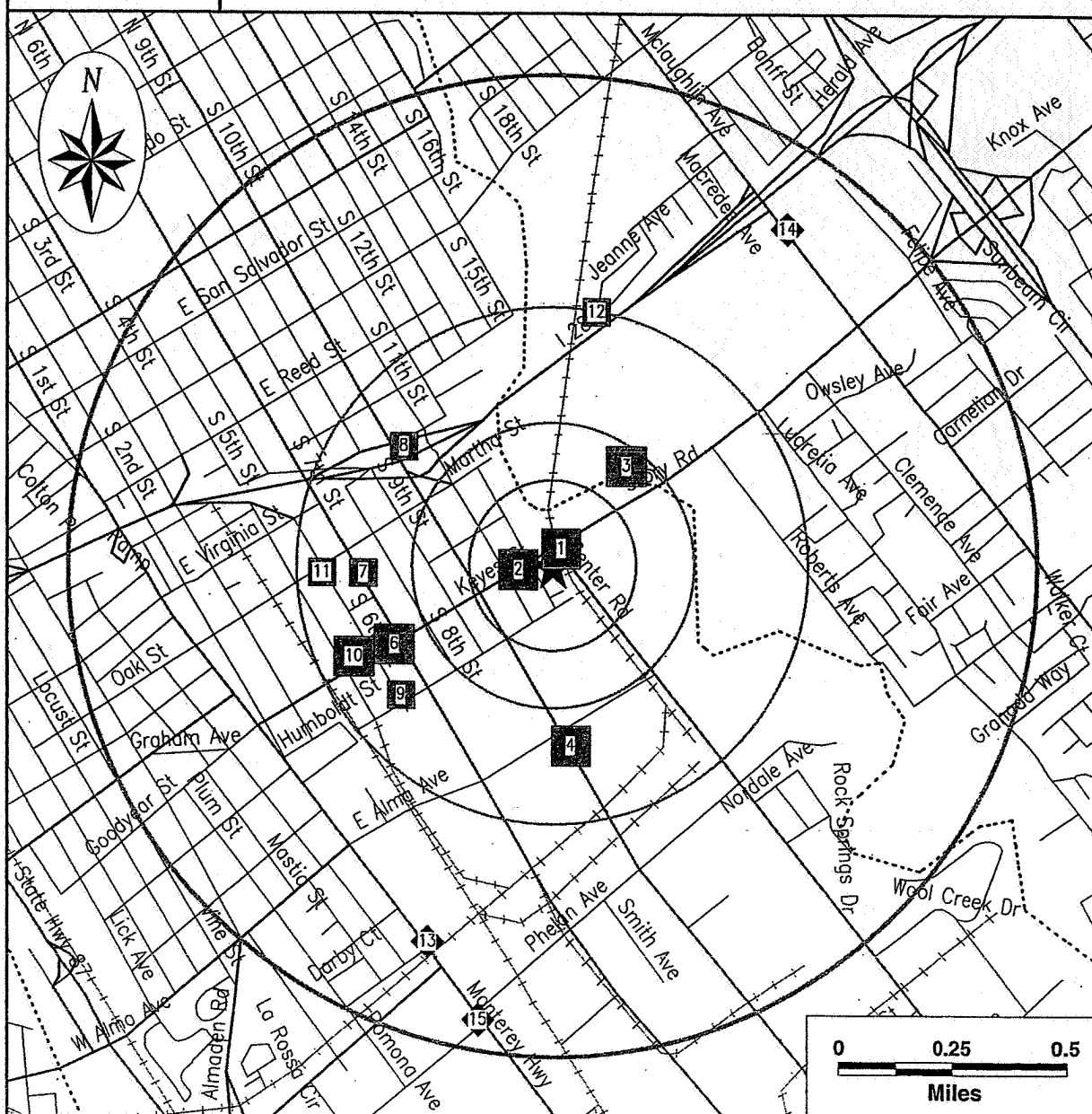
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SITE ASSESSMENT REPORT

Map of Sites within 1 Mile

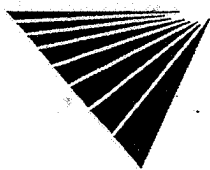


Subject Site	Category:	A	B	C	D
★	Databases Searched to:	1 mi.	1/2 mi.	1/4 mi.	1/8 mi.
	Single Sites	◆	■	▲	○
	Multiple Sites	◆	■	▲	○
	Highways and Major Roads	NPL, SPL, CORRACTS (TSD)	CERCLIS, NFRAP, TSD, LUST, SWLF, SCL	UST	ERNS, GENERATORS
	Roads				
	Railroads				
	Rivers or Water Bodies				
	Utilities				

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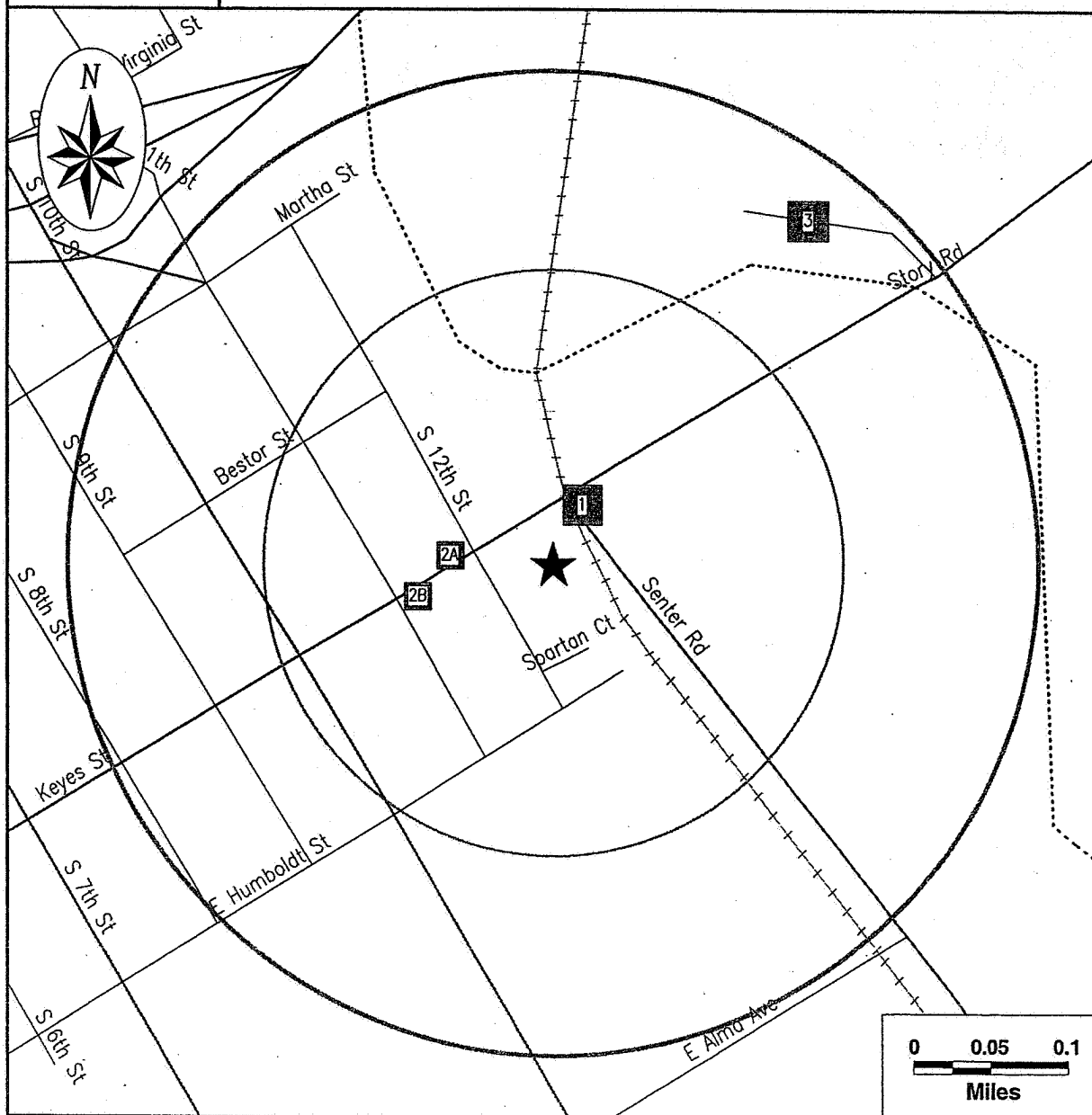
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SITE ASSESSMENT REPORT

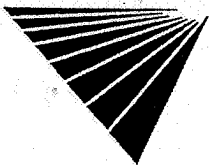
Map of Sites within 1/4 Mile



Subject Site	Category:	A	B	C	D
★	Databases Searched to:	1 mi.	1/2 mi.	1/4 mi.	1/8 mi.
	Single Sites	◆	■	△	○
	Multiple Sites	◆	■	△	○
Highways and Major Roads Roads Railroads Rivers or Water Bodies Utilities		NPL, SPL, CORRACTS (TSD)	CERCLIS\ NFRAP, TSD, LUST, SWLF, SCL	UST	ERNS, GENERATORS

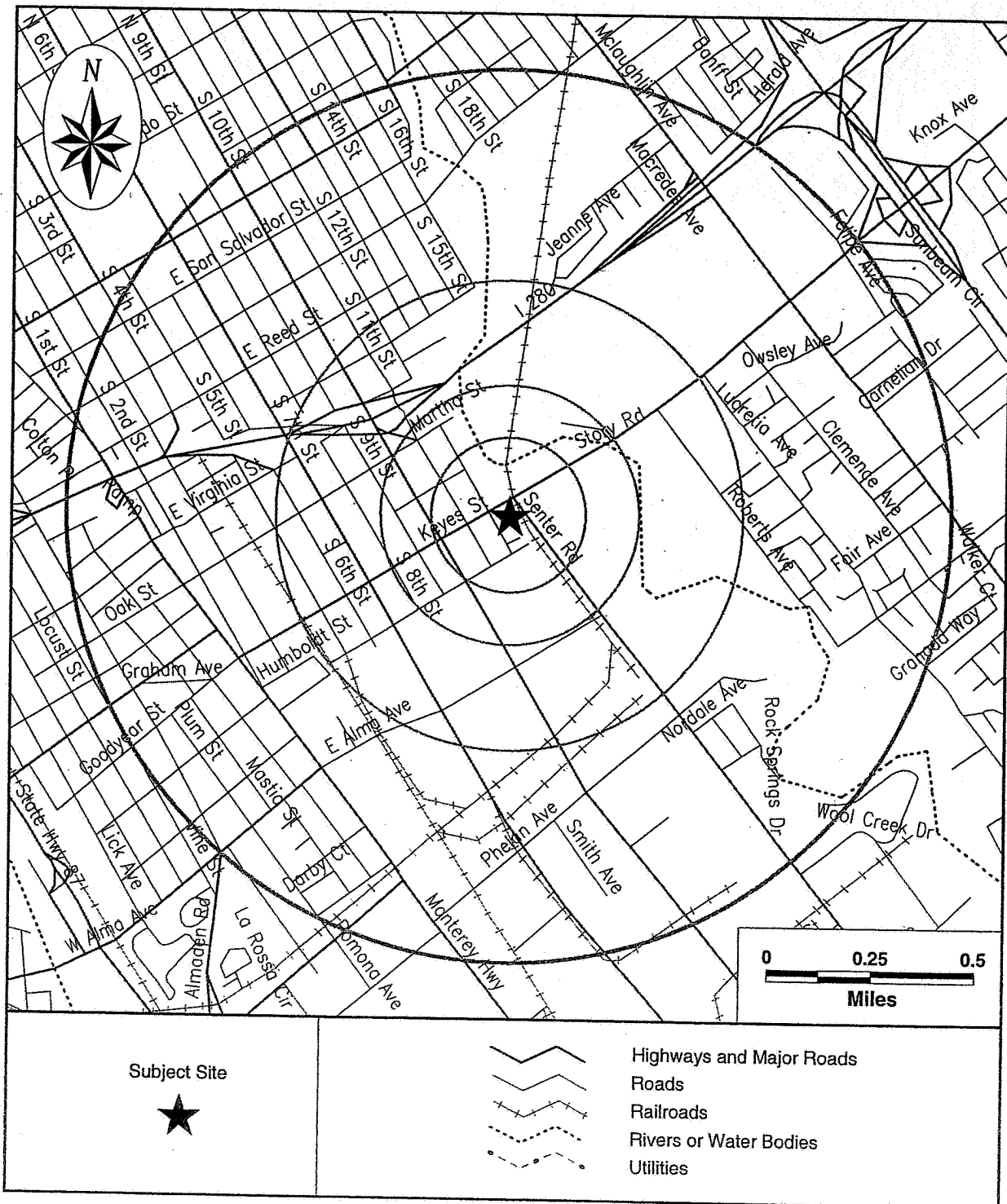
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SITE ASSESSMENT REPORT

Street Map

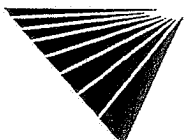


SITE ASSESSMENT REPORT

SITE INVENTORY

MAP ID	PROPERTY AND THE ADJACENT AREA (within 1/8 mile)	VISTA ID DISTANCE DIRECTION	A				B			C		D				
			NPL	CORRACTS	TSD CORRACTS	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	UST	AST	ERNS	LG GEN	SM GEN
1	HAPPY HOLLOW PARK 1300 SENTER SAN JOSE, CA 95112	1229929 0.00 MI NA							X		X					
1	LENINGER COMMUNITY CENTER 1300 SENTER SAN JOSE, CA 95112	4042984 0.00 MI NA									X					
1	UNKNOWN 1300 SENTER RD (KELLY) SAN JOSE, CA 95112	2141522 0.00 MI NA											X			
1	KELLEY PARK CITY OF SAN JOSE 1300 SENTER RD SAN JOSE, CA 95112	3768484 0.00 MI NA													X	
2A	HUDSON STATION 545 KEYES ST SAN JOSE, CA 95112	12639809 <0.01 MI W							X							
2B	PHU'S AUTO SALES 502 KEYES ST SAN JOSE, CA 95112	2745947 0.03 MI W							X							

MAP ID	SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile)	VISTA ID DISTANCE DIRECTION	A				B				C		D				
			NPL	CORRACTS	TSD CORRACTS	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	UST	AST	ERNS	LG GEN	SM GEN	SPILLS
3	SANTA CLARA TRANSFER SERVICE INC 925 REMILLARD COURT SAN JOSE, CA 95122	367969 0.21 MI NE								X						•	
3	MAYFLOWER CONTRACT SERV 925 REMILLARD SAN JOSE, CA 95122	4039633 0.21 MI NE										X					
3	STORY ROAD LANDFILL REMILLARD CT SAN JOSE, CA 95122	1587722 0.21 MI NE									X						



X = search criteria; • = tag-along (beyond search criteria).

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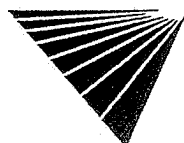
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MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A					B			C		D				
			NPL	CORRACTS	TSD CORRACTS	SPL	SCL	CERCLIS/NIRAP	TSD	LUST	SWLF	UST	AST	ERNS	LG GEN	SM GEN	SPLLS
4	PACIFIC SANDBLAST SERVICE 400 E ALMA SAN JOSE, CA 95112	936816 0.30 MI S								X	•						
4	MILLER PROPERTY 1535 S. 1555 10TH ST SAN JOSE, CA 95112	6667061 0.37 MI S								X							
5	LORENTZ BARREL DRUM CO INC 1515 S 10TH ST SAN JOSE, CA 95112	249760 0.31 MI NA	X			X											
6	PETE'S AUTO SERVICE 299 KEYES ST SAN JOSE, CA 95112	1585742 0.33 MI W								X							
6	PETE'S STOP 290 KEYES SAN JOSE, CA 95112	7432929 0.33 MI W								X	•						
7	GOODWILL INDUSTRIES 950 7TH ST SAN JOSE, CA 95112	1582245 0.36 MI W								X							
8	SHELL 288 VIRGINIA SAN JOSE, CA 95112	377343 0.36 MI NW								X							
9	C H AUTO 1192 S. 6TH ST SAN JOSE, CA 95112	2745899 0.38 MI SW								X							
10	KEYES AUTO REPAIR SERVICE 245 KEYES SAN JOSE, CA 95112	936860 0.39 MI W								X	•						
10	VIKING MATERIALS 1060 S. 5TH ST SAN JOSE, CA 95112	937008 0.44 MI W								X							
11	WOODCHUCKER'S 901 6TH ST S SAN JOSE, CA 95112	6479935 0.45 MI W								X							
12	MARTIN PARK LANDFILL FORESTDALE AVE SAN JOSE, CA 0	1584880 0.50 MI N									X						

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A				B				C		D				
			NPL	CORRACTS	TSD CORRACTS	SPL	SCL	CERCLIS/NIRAP	TSD	LUST	SWLF	UST	AST	ERNS	LG GEN	SM GEN	SPLLS
13	AMERICAN CAN PACKAGING INC 1598 S 1ST ST SAN JOSE, CA 95110	67420504 0.80 MI SW			X											•	



X = search criteria; • = tag-along (beyond search criteria).

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

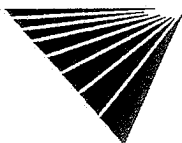
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MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A				B				C		D				
			NPL	CORRACTS	TSD CORRACTS	SPL	SCL	GERGLIS/NERAP	TSD	LUST	SWLF	UST	AST	ERNS	LG GEN	SM GEN	SPILLS
14	JENNINGS, A DIV OF FL IND INC 970 MCLAUGHLIN AVE SAN JOSE, CA 95122	216654 0.83 MI NE			X				•						•		
15	MICRO METALLICS CORP 1695 MONTEREY HIGHWAY SAN JOSE, CA 95112	3146351 0.93 MI S			X				•						•		•



X = search criteria; • = tag-along (beyond search criteria).

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

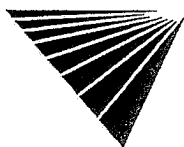
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UNMAPPED SITES	VISTA ID	A			B			C		D						
		NPL	CORRACTS	TSD CORRACTS	SPL	SCL	CERCUS/NFRAP	TSD	LUST	SWIE	UST	AST	ERNS	LG GEN	SM GEN	SPLIS
MCDONALD'S PROPERTY UNKNOWN SANTA CLARA ST E SAN JOSE, CA 95116	12640254								X							
ALMADEN AIR FORCE STATION. UNKNOWN MT UMUNHUM SAN JOSE, CA 95112	12640236								X							
CAL DOT UNKNOWN HWY 101 10TH ST SAN JOSE, CA 95112	64675575								X							
SAN FELIPE ROAD IDS 2 MILE STRETCH OF SAN FELIPE RD SAN JOSE, CA 0	67139280									X						
HELLYER PARK LANDFILL PALISADE DR BETWEEN HELLYER AND FARIS SAN JOSE, CA 0	67626024									X						



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SITE ASSESSMENT REPORT

DETAILS

PROPERTY AND THE ADJACENT AREA (within 1/8 mile)

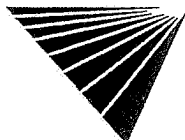
VISTA Address*:	HAPPY HOLLOW PARK 1300 SENTER SAN JOSE, CA 95112	VISTA ID#:	1229929
		Distance/Direction:	0.00 MI / NA
		Plotted as:	Point
STATE UST - State Underground Storage Tank / SRC# 45		EPA/Agency ID:	N/A

Map ID

1

Agency Address:	SAME AS ABOVE
Facility Name:	HAPPY HOLLOW PARK
Facility Address:	1300 SENTER SAN JOSE, CA 95112 43060
Facility County:	1
Total Underground Tanks:	NOT REPORTED
Total Aboveground Tanks:	0
Total Tanks Removed:	
Tank ID #:	T001U
Tank Contents:	LEADED GAS
Tank Age:	0
Tank Capacity:	500 GALLONS
Tank Status:	ACTIVE/IN SERVICE
Leak Monitor:	MONITOR PRESENT
Piping Type:	BARE STEEL
Tank Material:	BARE STEEL

STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	HAPPY HOLLOW 1300 SENTER RD SAN JOSE, CA 95111		
Site Name:	HAPPY HOLLOW		
Site Location:	1300 SENTER RD SAN JOSE CA 95111-		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1673		
Local Case ID #:	07S1E6G02		
Media Affected:	OTHER GROUNDWATER		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status:	CASE CLOSED		
Substance Leaked:	DIESEL		
Abatement Method:	NT		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

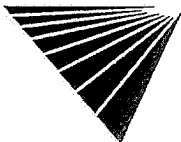
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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

Enforcement Type:	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED NONE TAKEN
Funding By:	FEDERAL FUNDS
How was Leak Discovered:	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested:	MTBE DETECTED
Program Type:	LOCAL OVERSIGHT PROGRAM UST
Responsible Party:	BLANK RP
Cause of Leak:	UNKNOWN
Source of Leak:	UNKNOWN
Longitude:	37.3549614
Latitude:	-121.8601456
Summary:	ARCHIVED 5/17/96 CONTROL NO120-070 SRC 0904720
Date Case was Closed:	1/19/00
Date Leak was Discovered:	7/2/93
MTBE Date:	UNKNOWN
Reported Date:	9/13/94
Date Leak was Stopped:	7/2/93
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Source of Leak(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	HAPPY HOLLOW 1300 SENTER RD SAN JOSE, CA 0 43-1673
Case ID #:	43-1673
Site Name:	HAPPY HOLLOW
Site Address:	1300 SENTER RD
Site County:	SAN JOSE, CA SANTA CLARA
Date Entered:	7/8/98
Maximum Soil:	20
Maximum Groundwater:	5
MTBE Qualifier:	<
Substance Leaked:	NOT REPORTED
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	CASE CLOSED: REGIONAL BOARD (AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCE THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.
Maximum MTBE:	5
Current MTBE:	5
Fields Not Reported by the Source Agency for this Site:	Current Benzene(1)



* VISTA address includes enhanced city and ZIP.

For more information call VISTAINFO at 1 - 800 - 767 - 0403.

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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

VISTA Address*:	LENINGER COMMUNITY CENTER 1300 SENTER SAN JOSE, CA 95112	VISTA ID#:	4042984
		Distance/Direction:	0.00 MI / NA
		Plotted as:	Point

Map ID

1

STATE UST - State Underground Storage Tank / SRC# 45	EPA/Agency ID:	N/A
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Agency Address: SAME AS ABOVE
 Facility Name: LENINGER COMMUNITY CENTER
 Facility Address: 1300 SENTER
 SAN JOSE, CA
 95112
 43060
 Facility County:
 Total Underground Tanks: 1
 Total Aboveground Tanks: NOT REPORTED
 Total Tanks Removed: 0

Tank ID #: TU
 Tank Contents: LEADED GAS
 Tank Age: 0
 Tank Capacity: 500
 GALLONS
 Tank Status: ACTIVE/IN SERVICE
 Leak Monitor: MONITOR PRESENT
 Piping Type: UNKNOWN
 Tank Material: UNKNOWN

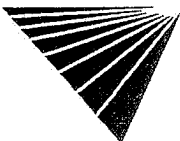
VISTA Address*:	UNKNOWN 1300 SENTER RD (KELLY) SAN JOSE, CA 95112	VISTA ID#:	2141522
		Distance/Direction:	0.00 MI / NA
		Plotted as:	Point

Map ID

1

ERNS - Emergency Response Notification System / SRC# 8	EPA/Agency ID:	N/A
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Agency Address: SAME AS ABOVE
 Vista ID: 2141522
 Agency ID: 91-0236
 Facility Name: UNKNOWN
 Facility Address: 1300 SENTER RD (KELLY)
 Facility City: SAN JOSE
 Facility State: CA
 Facility Zip: 95112
 Facility County: SANTA CLARA
 Spill Date: 10/16/1990
 Spill Time: 02:42 PM
 Case Number: 91-0236
 Spill Location: 1300 SENTER RD (KELLY)
 Source Agency: E
 Discharger Org: UNKNOWN
 Material Spilled 1: ETHER
 Material Quantity 1: 2.00000000
 Material Units 1: GAL
 Is Air Release: NO



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

Is Land Release: NO
 Is Water Release: NO
 Is Ground Release: NO
 Is Facility Release: NO
 Is Other Release: NO
 Waterway Affected: NONE

VISTA Address*:	KELLEY PARK CITY OF SAN JOSE	VISTA ID#:	3768484
	1300 SENTER RD	Distance/Direction:	0.00 MI / NA
	SAN JOSE, CA 95112	Plotted as:	Point

Map ID

1

RCRA-SmGen - RCRA-Small Generator / SRC# 15	EPA ID:	CAD983647074
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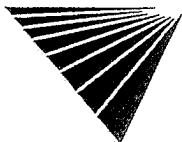
Agency Address: SAME AS ABOVE
 EPA Handler ID: CAD983647074
 Handler Name: KELLEY PARK CITY OF SAN JOSE
 Handler Address: 1300 SENTER RD
 SAN JOSE, CA
 95112

Land Type: MUNICIPAL
 County: SANTA CLARA
 Latitude: NOT REPORTED
 Longitude: NOT REPORTED
 Mailing Address: 333 W SANTA CLARA ST
 SAN JOSE, CA
 95113 -
 19921210

Sequence No: 1
 Receipt Date: 19920827
 Source Description: NOTIFICATION
 Generator Regulatory Status: RCRA REGULATED
 Generator Indicator: SMALL QUANTITY GENERATOR

Owner/Operator Indicator: CURRENT OWNER
 Owner/Operator Type: MUNICIPAL
 Owner/Operator Name: CITY OF SAN JOSE
 Phone: (408) 277-5970
 Address: 801 N 1ST ST
 SAN JOSE
 CA
 95110
 1704

Notification Type: NOTIFICATION
 Contact Address: 1300 SENTER RD
 SAN JOSE, CA
 95112 -
 4082775970
 Contact Phone:
 Contact Title: ENV SPEC
 Contact: JAMIE MATTHEWS
 Small Quantity Generator: YES



* VISTA address includes enhanced city and ZIP.

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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

**Fields Not Reported by the Source
Agency for this Site:**

(1)

VISTA Address*:	HUDSON STATION 545 KEYES ST SAN JOSE, CA 95112	VISTA ID#:	12639809
		Distance/Direction:	<0.01 MI./W.
		Plotted as:	Point

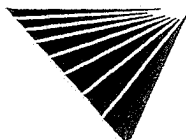
Map ID

2A

STATE LUST - State Leaking Underground Storage Tank / SRC# 164

EPA/Agency ID: N/A

Agency Address:	SAME AS ABOVE
Site Name:	HUDSON STATION
Site Location:	545 KEYES ST SAN JOSE CA 95112- SANTA CLARA
Site County:	
Water Quality Control Board Region:	02
Case ID #:	43-1521
Local Case ID #:	07S1E16F01
Media Affected	OTHER GROUNDWATER
Lead Agency:	LOCAL AGENCY LEAD
Remediation Status	CASE CLOSED
Substance Leaked:	GASOLINE
Abatement Method:	NT
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED
Enforcement Type:	NONE TAKEN
Funding By:	FEDERAL FUNDS
How was Leak Discovered	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested:	MTBE DETECTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Responsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.3250732
Latitude:	-121.8675766
Summary:	CC PER SCVWD 2/29/00.
Date Case was Closed:	2/29/00
Date Leak was Discovered:	4/11/89
MTBE Date:	UNKNOWN
Reported Date:	4/5/87
Date Leak was Stopped:	4/11/89
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date of Enforcement Action(1)



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

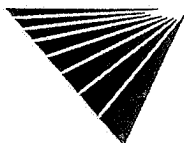
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-1521
Agency Address:	HUDSON STATION 545 KEYES ST SAN JOSE, CA 0		
Case ID #:	43-1521		
Site Name:	HUDSON STATION		
Site Address:	545 KEYES ST		
Site County:	SAN JOSE, CA SANTA CLARA		
Date Entered:	5/30/97		
Maximum Soil:	96		
Maximum Groundwater:	<5		
Current Benzene	ND		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	NOT REPORTED		
Site Status:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCE THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.		
Maximum MTBE:	0		
Current MTBE:	ND		
Fields Not Reported by the Source	MTBE Qualifier(1)		
Agency for this Site:			

VISTA Address:	PHU'S AUTO SALES 502 KEYES ST SAN JOSE, CA 95112	VISTA ID#:	2745947
		Distance/Direction:	0.03 MI / W
		Plotted as:	Point

Map ID

2B

STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	PHU'S AUTO SALES		
Site Location:	502 KEYES ST		
Site County:	SAN JOSE CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1062		
Local Case ID #:	07S1E16G01		
Media Affected	SOIL ONLY		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	CASE CLOSED		
Substance Leaked:	WASTE OIL		
Abatement Method:	NT		
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Enforcement Type:	NONE TAKEN		
Funding By:	FEDERAL FUNDS		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		



* VISTA address includes enhanced city and ZIP.

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PROPERTY AND THE ADJACENT AREA (within 1/8 mile) CONT.

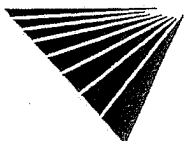
MTBE Tested:	NOT REQUIRED TO BE TESTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.3246307
Latitude:	-121.8670197
Summary:	ARCHIVED 11/1/96 CONTROL NO120-121 SRC 0904771
Date Case was Closed:	9/26/96
Date Leak was Discovered:	5/17/91
Reported Date:	5/17/91
Date Leak was Stopped:	5/17/91
Fields Not Reported by the Source	Cross Street(1), Remediation Status(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1)
Agency for this Site:	
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	PHU'S AUTO SALES 502 KEYES ST SAN JOSE, CA 0 43-1062
Case ID #:	
Site Name:	PHU'S AUTO SALES
Site Address:	502 KEYES ST SAN JOSE, CA SANTA CLARA
Site County:	
Date Entered:	6/3/91
Maximum Soil:	7200
Substance Leaked:	NOT REPORTED
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCE THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.
Fields Not Reported by the Source	Maximum Groundwater(1), Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)
Agency for this Site:	

SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile)

VISTA Address*:	SANTA CLARA TRANSFER SERVICE INC 925 REMILLARD COURT SAN JOSE, CA 95122	VISTA ID#:	367969
		Distance/Direction:	0.21 MI - NE
		Plotted as:	Point
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SANTA CLARA TRANSFER 925 REMILLARD CT SAN JOSE, CA 95122		
Site Name:	SANTA CLARA TRANSFER		
Site Location:	925 REMILLARD CT SAN JOSE CA 95122-		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		

Map ID:

3



* VISTA address includes enhanced city and ZIP.

For more information call VISTAInfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

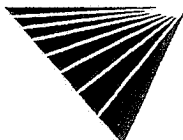
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SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile) CONT.

Case ID #:	43-1871
Local Case ID #:	07S1E16A01
Media Affected	OTHER GROUNDWATER
Lead Agency:	LOCAL AGENCY LEAD
Remediation Status	POLLUTION CHARACTERIZATION
Substance Leaked:	WASTE OIL
Abatement Method:	NT
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED
Enforcement Type:	NONE TAKEN
Funding By:	FEDERAL FUNDS
How was Leak Discovered	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	MTBE DETECTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Responsible Party:	BLANK RP
Cause of Leak	STRUCTURE FAILURE
Source of Leak	TANK
Longitude:	37.3284454
Latitude:	-121.8631516
Summary:	TOG 1900 PPB H2O/6300 PPM SOIL
Date Pollution Characterization Began	5/13/94
Date Leak was Discovered:	12/29/89
MTBE Date:	UNKNOWN
Reported Date:	1/22/90
Date Leak was Stopped:	12/29/89
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	SANTA CLARA TRANSFER 925 REMILLARD CT SAN JOSE, CA 0
Case ID #:	43-1871
Site Name:	SANTA CLARA TRANSFER
Site Address:	925 REMILLARD CT SAN JOSE, CA
Site County:	SANTA CLARA
Date Entered:	1/15/92
Maximum Soil:	6000
Maximum Groundwater	9999999
MTBE Qualifier	<
Substance Leaked:	NOT REPORTED



SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile) CONT.

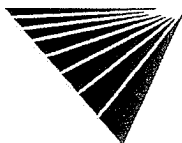
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	POLLUTION CHARACTERIZATION UNDERWAY: THIS PHASE OF WORK INVOLVES THE DEFINITION OF THE BOUNDARIES OF THE CONTAMINATED PLUME. IN ORDER TO BEA 5C THE RESPONSIBLE PARTY MUST BE TAKING STEPS TO FURTHER DEFINE THE LATERAL AND VERTICAL EXTENT OF CONTAMINATION IN THE SOIL AND GROUNDWATER. THIS PHASE IS CHARACTERIZED BY THE INSTALLATION OF ADDITIONAL MONITORING WELLS AND/OR BORINGS, AQUIFER TESTS, SOIL GAS SURVEYS, CONTINUAL GROUNDWATER GRADIENT DETERMINATIONS AND MONITORING, AND AN ASSESSMENT OF ALL IMPACTS ON SURFACE AND GROUNDWATER.
Maximum MTBE	5
Current MTBE	<5
Fields Not Reported by the Source	Current Benzene(1)
Agency for this Site:	

VISTA Address*:	MAYFLOWER CONTRACT SERV 925 REMILLARD SAN JOSE, CA 95122	VISTA ID#:	4039633
		Distance/Direction:	0.21 MI / NE
		Plotted as:	Point

Map ID:

3

STATE UST - State Underground Storage Tank / SRC# 45		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Facility Name:	MAYFLOWER CONTRACT SERV		
Facility Address:	925 REMILLARD SAN JOSE, CA 95122		
Facility County:	43060		
Total Underground Tanks:	5		
Total Aboveground Tanks:	NOT REPORTED		
Total Tanks Removed:	4		
Tank ID #:	1U		
Tank Contents:	MISC. CHEMICAL		
Tank Age:	0		
Tank Capacity:	250 GALLONS		
Tank Status:	ACTIVE/IN SERVICE		
Leak Monitor:	MONITOR PRESENT		
Piping Type:	BARE STEEL		
Tank Material:	BARE STEEL		
Tank ID #:	1U		
Tank Contents:	OIL (NOT SPECIFIED)		
Tank Age:	0		
Tank Capacity:	600 GALLONS		
Tank Status:	CLOSED REMOVED		
Leak Monitor:	MONITOR PRESENT		
Piping Type:	GALVANIZED STEEL		
Tank Material:	UNKNOWN		
Tank ID #:	1U		
Tank Contents:	LEADED GAS		
Tank Age:	0		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile) CONT.

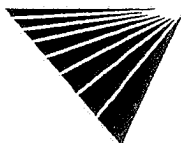
Tank Capacity:	1200 GALLONS
Tank Status:	CLOSED REMOVED
Leak Monitor:	MONITOR PRESENT
Piping Type:	GALVANIZED STEEL
Tank Material:	SEC. CONTAINMENT
Tank ID #:	1U
Tank Contents:	DIESEL
Tank Age:	0
Tank Capacity:	13000 GALLONS
Tank Status:	CLOSED REMOVED
Leak Monitor:	MONITOR PRESENT
Piping Type:	GALVANIZED STEEL
Tank Material:	SEC. CONTAINMENT
Tank ID #:	1U
Tank Contents:	DIESEL
Tank Age:	0
Tank Capacity:	13000 GALLONS
Tank Status:	CLOSED REMOVED
Leak Monitor:	MONITOR PRESENT
Piping Type:	GALVANIZED STEEL
Tank Material:	BARE STEEL

VISTA Address*:	STORY ROAD LANDFILL REMILLARD CT SAN JOSE, CA 95122	VISTA ID#:	1587722
		Distance/Direction:	0.21 MI / NE
		Plotted as:	Point

Map ID

3

STATE SWLF - Solid Waste Landfill / SRC# 163		Agency ID:	43-AN-0012
Agency Address:	STORY ROAD LANDFILL REMILLARD COURT SAN JOSE, CA 0		
Site Name:	STORY ROAD LANDFILL		
Site Address:	REMILLARD COURT		
Site City:	SAN JOSE		
Site State:	CA		
Site County:	SANTA CLARA		
SWIS No:	43-AN-0012		
Latitude:	37.33		
Longitude:	-121.865		
Facility Life:	NOT REPORTED		
Unit No:	01		
Category:	DISPOSAL		
Activity:	SOLID WASTE DISPOSAL SITE		
Regulatory Status:	UNPERMITTED		
Operational Status:	CLOSED		
Inspection Frequency:	QUARTERLY		
Throughput:	0		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile) CONT.

Capacity:	0
Acreage:	0
Disposal Acreage:	0
Remaining Capacity:	0
Last Tire Inspection Count:	0
Original Tire Count:	0
Owner Name:	CITY OF SAN JOSE OFC OF ENVIRON MGMT
Owner Address:	777 N. FIRST STREET, SUITE450 SAN JOSE, CA 95112 4082775533
Owner Phone:	
Fields Not Reported by the Source Agency for this Site:	Surrounding Land Use(1), Operator Name(1), Operator Phone(1), Operator Address(1), Operator Address2(1), Operator City(1), Operator State(1), Operator Zip(1), Permit Date(1), Permit Status(1), Waste Type(s)(1), Closure Date(1), Closure Type(1), Last Tire Inspection Count Date(1), Original Tire Count Date(1)

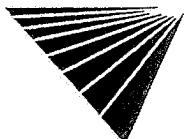
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)

VISTA Address:	PACIFIC SANDBLAST SERVICE 400 E ALMA SAN JOSE, CA 95112	VISTA ID#	936816
		Distance/Direction:	0.30 MI / S
		Plotted as:	Point

Map ID

4

STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	PACIFIC SAND BLAST 400 ALMA ST E SAN JOSE, CA 95112		
Site Name:	PACIFIC SAND BLAST		
Site Location:	400 ALMA ST E SAN JOSE CA 95112- SANTA CLARA		
Site County:			
Water Quality Control Board Region:	02		
Case ID #:	43-1022		
Local Case ID #:	07S1E16601		
Media Affected	SOIL ONLY		
Lead Agency:	REGIONAL BOARD LEAD		
Remediation Status	CASE CLOSED		
Substance Leaked:	GASOLINE		
Abatement Method:	ED CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATEAND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENTAT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED NONE TAKEN		
Enforcement Type:	FEDERAL FUNDS		
Funding By:	TANK CLOSURE		
How was Leak Discovered	CLOSE TANK		
How was Leak Stopped:	SITE NOT TESTED FOR MTBE		
MTBE Tested	RB LEAD UNDERGROUND STORAGE TANK		
Program Type			



* VISTA address includes enhanced city and ZIP.

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.3191948
Latitude:	-121.8664856
Summary:	ARCHIVED 5/17/96 CONTROL NO120-060 SRC 0904710
Date Case was Closed	4/24/91
Date Leak was Discovered:	12/29/87
Reported Date:	12/21/87
Date Leak was Stopped:	12/29/87
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Remediation Status(1), How was Leak Discovered(1), MTBE Tested(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date of Enforcement Action(1), MTBE Date(1)

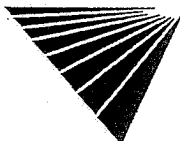
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-1022
Agency Address:	PACIFIC SAND BLAST 400 ALMA ST E SAN JOSE, CA 0		
Case ID #:	43-1022		
Site Name:	PACIFIC SAND BLAST		
Site Address:	400 ALMA ST E		
Site County:	SAN JOSE, CA SANTA CLARA		
Date Entered:	9/8/90		
Maximum Soil:	1		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	NOT REPORTED		
Site Status:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCETHAT NO FURTHER ACTION IS NECESSARY AT THE SITE.		
Fields Not Reported by the Source Agency for this Site:	Maximum Groundwater(1), Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)		

VISTA Address*:	MILLER PROPERTY 1535 S. 1555 10TH ST SAN JOSE, CA 95112	VISTA ID#:	6667061
		Distance/Direction:	0.37 MI / S.
		Plotted as:	Point

Map ID

4

STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	MILLER PROPERTY 1555 10TH ST S SAN JOSE, CA 95112		
Site Name:	MILLER PROPERTY		
Site Location:	1555 10TH ST S		
Site County:	SAN JOSE CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-0895		
Local Case ID #:	0751E16Q03		
Media Affected	SOIL ONLY		



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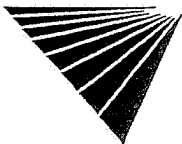
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Lead Agency:	REGIONAL BOARD LEAD
Remediation Status:	CASE CLOSED
Substance Leaked:	DIESEL
Abatement Method:	NT
Enforcement Type:	NONE TAKEN
Funding By:	FEDERAL FUNDS
How was Leak Discovered:	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	NOT REQUIRED TO BE TESTED
Program Type	RB LEAD UNDERGROUND STORAGE TANK
Responsible Party:	BLANK RP
Cause of Leak	STRUCTURE FAILURE
Source of Leak	TANK
Longitude:	37.3179932
Latitude:	-121.8645554
Summary:	ARCHIVED 5/17/96 CONTROL NO120-058 SRC 0904708
Date Case was Closed	12/21/95
Date Leak was Discovered:	5/12/88
Reported Date:	5/12/88
Date Leak was Stopped:	5/12/88
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Remediation Status(1), How was Leak Discovered(1), MTBE Tested(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workplan(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Began(1), Date of Enforcement Action(1), MTBE Date(1)

STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-0895
Agency Address:	MILLER PROPERTY 1555 10TH ST S SAN JOSE, CA 0 43-0895		
Case ID #:	MILLER PROPERTY		
Site Name:	1555 10TH ST S		
Site Address:	SAN JOSE, CA SANTA CLARA		
Site County:	1/19/96		
Date Entered:	33		
Maximum Soil:	NOT REPORTED		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENT THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.		
Site Status:	Maximum Groundwater(1), Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)		
Fields Not Reported by the Source Agency for this Site:			



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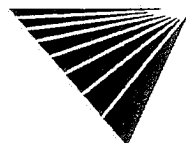
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

VISTA Address*:	LORENTZ BARREL DRUM CO INC 1515 S 10TH ST SAN JOSE, CA 95112	VISTA ID#:	249760
		Distance/Direction:	0.31 MI / NA
		Plotted as:	Radius
NPL - National Priority List / SRC# 19		Agency ID:	0901287

Map ID

5

Agency Address:	LORENTZ BARREL DRUM CO. 1515 S 10TH ST SAN JOSE, CA 95112
EPA ID:	CAD029295706
Site ID:	0901287
Financial Management System ID:	0989
EPA Region:	09
Congressional District:	16
USGS Hydrologic Unit Code:	18050003
Lat/Long:	+37.318611 -121.864400
Ownership Type:	PRIVATE
Federal Facility Indicator:	NOT A FEDERAL FACILITY
NPL Status:	CURRENTLY ON THE FINAL NPL
Site Incident Category Description:	INDUSTRIAL WASTE TREATMENT
Hazardous Waste Docket Flag:	NOT ON THE HAZARDOUS WASTE DOCKET
Action:	ADMINISTRATIVE ORDER ON CONSENT
Action Lead:	FEDERAL ENFORCEMENT
Actual Completion Date:	OCTOBER 7, 1992
Action:	ADMINISTRATIVE ORDER ON CONSENT
Action Lead:	FEDERAL ENFORCEMENT
Actual Completion Date:	JANUARY 4, 1995
Action:	ADMINISTRATIVE ORDER ON CONSENT
Action Lead:	FEDERAL ENFORCEMENT
Actual Completion Date:	MAY 31, 1996
Action:	ADMINISTRATIVE ORDER ON CONSENT
Action Lead:	FEDERAL ENFORCEMENT
Actual Completion Date:	SEPTEMBER 17, 1997
Action:	REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Action Lead:	FEDERAL ENFORCEMENT
Actual Start Date:	JUNE 17, 1988
Actual Completion Date:	DECEMBER 19, 1988
Action:	REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Action Lead:	FEDERAL ENFORCEMENT
Actual Start Date:	JUNE 2, 1989
Actual Completion Date:	JANUARY 22, 1990
Action:	ADMINISTRATIVE RECORD
Action Qualifier:	ADMIN RECORD COMPILED FOR AREMOVAL EVENT
Action Lead:	FEDERAL ENFORCEMENT
Scheduled Start Date:	JUNE 26, 1991
Scheduled Completion Date:	JUNE 30, 1991
Actual Start Date:	JUNE 26, 1991
Actual Completion Date:	JUNE 26, 1991

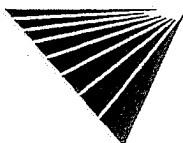


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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Action:	PRP REMOVAL
Action Qualifier:	PARTIALLY CLEANED UP
Action Lead:	RESPONSIBLE PARTY
Scheduled Start Date:	DECEMBER 31, 1992
Scheduled Completion Date:	SEPTEMBER 30, 1994
Actual Start Date:	DECEMBER 9, 1992
Actual Completion Date:	SEPTEMBER 29, 1994
Action:	PRP REMOVAL
Action Qualifier:	PARTIALLY CLEANED UP
Action Lead:	RESPONSIBLE PARTY
Scheduled Start Date:	MARCH 31, 1994
Scheduled Completion Date:	SEPTEMBER 30, 1994
Actual Start Date:	FEBRUARY 14, 1994
Actual Completion Date:	SEPTEMBER 29, 1994
Action:	PRP REMEDIAL DESIGN
Action Lead:	RESPONSIBLE PARTY
Scheduled Completion Date:	SEPTEMBER 30, 1991
Actual Start Date:	FEBRUARY 20, 1990
Actual Completion Date:	JULY 10, 1991
Action:	PRP REMEDIAL ACTION
Action Lead:	RESPONSIBLE PARTY
Scheduled Start Date:	SEPTEMBER 30, 1991
Scheduled Completion Date:	DECEMBER 31, 1992
Actual Start Date:	JULY 10, 1991
Actual Completion Date:	NOVEMBER 25, 1992
Action:	CONSENT DECREE
Action Lead:	FEDERAL ENFORCEMENT
Actual Start Date:	JANUARY 22, 1990
Actual Completion Date:	JULY 9, 1990
Action:	COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	DECEMBER 14, 1987
Scheduled Completion Date:	SEPTEMBER 30, 1988
Actual Start Date:	DECEMBER 14, 1987
Actual Completion Date:	SEPTEMBER 25, 1988
Action:	COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	FEBRUARY 17, 1988
Scheduled Completion Date:	SEPTEMBER 30, 1993
Actual Start Date:	FEBRUARY 17, 1988
Actual Completion Date:	AUGUST 26, 1993
Action:	COMMUNITY RELATIONS
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	JUNE 30, 1988
Scheduled Completion Date:	JUNE 30, 1988



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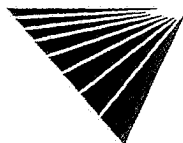
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Actual Start Date:	MAY 1, 1988
Actual Completion Date:	JUNE 1, 1988
Action:	DISCOVERY
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1980
Actual Completion Date:	AUGUST 1, 1980
Action:	ENGINEERING EVAL/COST ANALYSIS
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1993
Actual Completion Date:	JULY 16, 1993
Scheduled Completion Date:	JUNE 30, 1999
Actual Completion Date:	MAY 29, 1998
Scheduled Completion Date:	JUNE 30, 1998
Actual Completion Date:	APRIL 24, 1998
Action:	FIVE YEAR REMEDY ASSESSMENT
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 2000
Actual Completion Date:	SEPTEMBER 27, 2000
Action:	HAZARD RANKING SCORE PACKAGE
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1984
Actual Completion Date:	AUGUST 1, 1984
Action:	FINAL LISTING ON NPL
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	DECEMBER 31, 1989
Actual Completion Date:	OCTOBER 4, 1989
Action:	PROPOSED FOR THE NPL
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	DECEMBER 31, 1984
Actual Completion Date:	OCTOBER 15, 1984
Action:	POTENTIALLY RESPONSIBILITY PARTY SEARCH
Action Lead:	FEDERAL ENFORCEMENT
Actual Completion Date:	MAY 15, 1985
Action:	POTENTIALLY RESPONSIBILITY PARTY SEARCH
Action Qualifier:	SEARCH COMPLETE, VIABLE PRPS
Action Lead:	FEDERAL ENFORCEMENT
Actual Start Date:	FEBRUARY 1, 1987
Actual Completion Date:	SEPTEMBER 30, 1989
Action:	PRELIMINARY ASSESSMENT
Action Qualifier:	HIGH
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1984
Actual Completion Date:	JULY 1, 1984
Action:	PREPARATION OF COST DOCUMENTATION PKGE
Action Lead:	FEDERAL ENFORCEMENT



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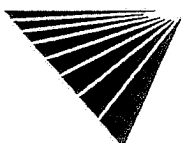
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Actual Start Date:	MAY 14, 1999
Actual Completion Date:	JANUARY 4, 2000
Action:	REMOVED FROM THE PROPOSED NPL
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	MARCH 31, 1989
Scheduled Completion Date:	MARCH 31, 1991
Actual Start Date:	DECEMBER 19, 1988
Actual Completion Date:	FEBRUARY 20, 1990
Action:	REMOVED FROM THE PROPOSED NPL
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	MARCH 31, 1995
Scheduled Completion Date:	SEPTEMBER 30, 1999
Actual Start Date:	MARCH 25, 1995
Actual Completion Date:	MAY 12, 1998
Action:	RECORD OF DECISION
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1988
Actual Completion Date:	SEPTEMBER 25, 1988
Action:	RECORD OF DECISION
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1993
Actual Completion Date:	AUGUST 26, 1993
Action:	REMOVAL INVESTIGATION AT NPL SITES
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	NOVEMBER 15, 1992
Actual Completion Date:	DECEMBER 30, 1992
Action:	REMOVAL INVESTIGATION AT NPL SITES
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	SEPTEMBER 30, 1990
Scheduled Completion Date:	SEPTEMBER 30, 1990
Actual Start Date:	SEPTEMBER 6, 1990
Actual Completion Date:	SEPTEMBER 6, 1990
Action:	REMOVAL INVESTIGATION AT NPL SITES
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	APRIL 28, 1991
Scheduled Completion Date:	DECEMBER 12, 1991
Actual Start Date:	DECEMBER 12, 1991
Actual Completion Date:	DECEMBER 12, 1991
Action:	REMOVAL ACTION
Action Qualifier:	STABILIZED
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	SEPTEMBER 8, 1987
Scheduled Completion Date:	MARCH 31, 1988
Actual Start Date:	AUGUST 31, 1987
Actual Completion Date:	MARCH 31, 1988



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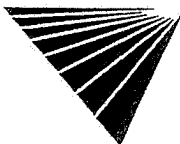
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Action:	REMOVAL ACTION
Action Qualifier:	STABILIZED
Action Lead:	EPA FUND-FINANCED
Scheduled Start Date:	SEPTEMBER 10, 1987
Scheduled Completion Date:	MARCH 31, 1988
Actual Start Date:	AUGUST 31, 1987
Actual Completion Date:	MARCH 29, 1988
Action:	SCREENING SITE INSPECTION
Action Qualifier:	HIGH
Action Lead:	EPA FUND-FINANCED
Scheduled Completion Date:	SEPTEMBER 30, 1984
Actual Completion Date:	AUGUST 1, 1984
Site Description:	DOHS ISSUED A NOTICE OF VIOLATION ON 3/11/85 AFTER SI LEAK-ING DRUMS SOIL CONTAMDISCOVERED.DOHS REQUESTED AID FR EPA3/12/85.EPA CONDUCTED SI AND SENT NOTICE OF FEDINTEREST 3/21/85.SAN JOSEDA ISSUED TEMP ORDER TO SHUT DOWN LORENTZ.
Financial Transaction ID:	0001
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 16, 1998
Amount:	\$ 136.00
Financial Transaction ID:	0003
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JANUARY 21, 1998
Amount:	\$ 272.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 18, 1998
Amount:	\$ 2,162.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	DECEMBER 23, 1997
Amount:	\$ 272.00
Financial Transaction ID:	0002
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 11, 1998
Amount:	\$ 136.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT
Transaction Date:	APRIL 22, 1998
Amount:	\$ 136.00
Financial Transaction ID:	0012
Transaction Type:	DEOBLIGATION
Transaction Date:	SEPTEMBER 11, 1998
Amount:	\$ 2,866.00
Financial Transaction ID:	0017
Transaction Type:	DEOBLIGATION



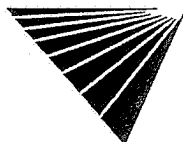
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	FEBRUARY 3, 1999
Amount:	\$ 2,534.00
Financial Transaction ID:	0016
Transaction Type:	DEOBLIGATION
Transaction Date:	DECEMBER 31, 1998
Amount:	\$ 2,040.00
Financial Transaction ID:	0015
Transaction Type:	DEOBLIGATION
Transaction Date:	DECEMBER 9, 1998
Amount:	\$ 2,902.00
Financial Transaction ID:	0013
Transaction Type:	DEOBLIGATION
Transaction Date:	OCTOBER 8, 1998
Amount:	\$ 7,345.00
Financial Transaction ID:	0011
Transaction Type:	DEOBLIGATION
Transaction Date:	AUGUST 17, 1998
Amount:	\$ 4,509.00
Financial Transaction ID:	0010
Transaction Type:	DEOBLIGATION
Transaction Date:	JULY 17, 1998
Amount:	\$ 3,971.00
Financial Transaction ID:	0009
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 18, 1998
Amount:	\$ 6,739.00
Financial Transaction ID:	0007
Transaction Type:	DEOBLIGATION
Transaction Date:	MAY 29, 1998
Amount:	\$ 10,844.00
Financial Transaction ID:	0006
Transaction Type:	DEOBLIGATION
Transaction Date:	APRIL 15, 1998
Amount:	\$ 25,570.00
Financial Transaction ID:	0005
Transaction Type:	DEOBLIGATION
Transaction Date:	MAY 13, 1998
Amount:	\$ 52,348.00
Financial Transaction ID:	0004
Transaction Type:	DEOBLIGATION
Transaction Date:	APRIL 29, 1998
Amount:	\$ 6,600.00
Financial Transaction ID:	0003
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 30, 1998



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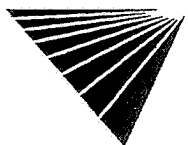
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Amount:	\$ 1,404.00
Financial Transaction ID:	0002
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 18, 1998
Amount:	\$ 14,127.00
Financial Transaction ID:	0001
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 16, 1998
Amount:	\$ 408.00
Financial Transaction ID:	0008
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1998
Amount:	\$ 35,413.00
Financial Transaction ID:	0014
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 5, 1998
Amount:	\$ 4,932.00
Financial Transaction ID:	0001
Transaction Type:	EXTRAMURAL DEOUTLAY (CREDIT)
Transaction Date:	MARCH 18, 1998
Amount:	\$ 2,162.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	APRIL 30, 1998
Amount:	\$ 136.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	JANUARY 21, 1998
Amount:	\$ 272.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 16, 1998
Amount:	\$ 136.00
Financial Transaction ID:	0009
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 18, 1998
Amount:	\$ 6,739.00
Financial Transaction ID:	0016
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	DECEMBER 31, 1998
Amount:	\$ 2,040.00
Financial Transaction ID:	0015
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	DECEMBER 9, 1998
Amount:	\$ 2,902.00



* VISTA address includes enhanced city and ZIP.

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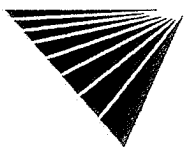
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Financial Transaction ID:	0012
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	SEPTEMBER 11, 1998
Amount:	\$ 2,866.00
Financial Transaction ID:	0013
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	OCTOBER 8, 1998
Amount:	\$ 7,345.00
Financial Transaction ID:	0017
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 3, 1999
Amount:	\$ 2,534.00
Financial Transaction ID:	0011
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	AUGUST 17, 1998
Amount:	\$ 4,509.00
Financial Transaction ID:	0010
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JULY 17, 1998
Amount:	\$ 3,971.00
Financial Transaction ID:	0014
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 5, 1998
Amount:	\$ 4,932.00
Financial Transaction ID:	0007
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MAY 29, 1998
Amount:	\$ 10,844.00
Financial Transaction ID:	0006
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	APRIL 15, 1998
Amount:	\$ 25,570.00
Financial Transaction ID:	0005
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MAY 13, 1998
Amount:	\$ 52,348.00
Financial Transaction ID:	0004
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	APRIL 29, 1998
Amount:	\$ 6,600.00
Financial Transaction ID:	0003
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 18, 1998
Amount:	\$ 14,127.00
Financial Transaction ID:	0002



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Report ID: 012320021

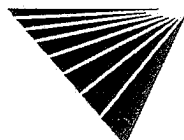
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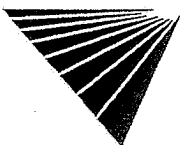
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 30, 1998
Amount:	\$ 1,404.00
Financial Transaction ID:	0001
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 16, 1998
Amount:	\$ 408.00
Financial Transaction ID:	0008
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 17, 1998
Amount:	\$ 35,413.00
Financial Transaction ID:	0006
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 29, 1994
Amount:	\$ 52,000.00
Financial Transaction ID:	0007
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JUNE 14, 1994
Amount:	\$ 100,000.00
Financial Transaction ID:	0005
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 3, 1994
Amount:	\$ 60,000.00
Financial Transaction ID:	0001
Transaction Type:	OPEN COMMITMENT
Transaction Date:	FEBRUARY 17, 1993
Amount:	\$ 65,000.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	FEBRUARY 17, 1993
Amount:	\$ 65,000.00
Financial Transaction ID:	0002
Transaction Type:	COMMITMENT
Transaction Date:	FEBRUARY 3, 1994
Amount:	\$ 52,000.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT
Transaction Date:	JUNE 6, 1994
Amount:	\$ 100,000.00
Financial Transaction ID:	0004
Transaction Type:	COMMITMENT
Transaction Date:	DECEMBER 13, 1993
Amount:	\$ 60,000.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT



SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	DECEMBER 13, 1993
Amount:	\$ 60,000.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	JUNE 6, 1994
Amount:	\$ 100,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	FEBRUARY 3, 1994
Amount:	\$ 52,000.00
Financial Transaction ID:	0005
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 2, 1999
Amount:	\$ 14,255.00
Financial Transaction ID:	0009
Transaction Type:	DEOBLIGATION
Transaction Date:	OCTOBER 13, 1999
Amount:	\$ 10,161.00
Financial Transaction ID:	0008
Transaction Type:	DEOBLIGATION
Transaction Date:	AUGUST 16, 1999
Amount:	\$ 7,776.00
Financial Transaction ID:	0010
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 15, 1999
Amount:	\$ 8,045.00
Financial Transaction ID:	0006
Transaction Type:	DEOBLIGATION
Transaction Date:	JULY 15, 1999
Amount:	\$ 164.00
Financial Transaction ID:	0003
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 16, 1999
Amount:	\$ 2,878.00
Financial Transaction ID:	0002
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 11, 1999
Amount:	\$ 2,408.00
Financial Transaction ID:	0001
Transaction Type:	DEOBLIGATION
Transaction Date:	APRIL 28, 1999
Amount:	\$ 4,913.00
Financial Transaction ID:	0007
Transaction Type:	DEOBLIGATION
Transaction Date:	JULY 15, 1999



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Report ID: 012320021

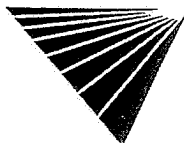
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Amount:	\$ 9,018.00
Financial Transaction ID:	0004
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 30, 1999
Amount:	\$ 2,826.00
Financial Transaction ID:	0004
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 30, 1999
Amount:	\$ 2,826.00
Financial Transaction ID:	0010
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 15, 1999
Amount:	\$ 8,045.00
Financial Transaction ID:	0009
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	OCTOBER 13, 1999
Amount:	\$ 10,161.00
Financial Transaction ID:	0008
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	AUGUST 16, 1999
Amount:	\$ 7,776.00
Financial Transaction ID:	0007
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JULY 15, 1999
Amount:	\$ 9,018.00
Financial Transaction ID:	0005
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 2, 1999
Amount:	\$ 14,255.00
Financial Transaction ID:	0003
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 16, 1999
Amount:	\$ 2,878.00
Financial Transaction ID:	0002
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 11, 1999
Amount:	\$ 2,408.00
Financial Transaction ID:	0001
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	APRIL 28, 1999
Amount:	\$ 4,913.00
Financial Transaction ID:	0006
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JULY 15, 1999
Amount:	\$ 164.00



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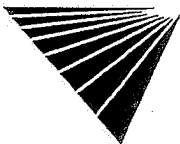
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	SEPTEMBER 11, 1991
Amount:	\$ 375.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	AUGUST 29, 1991
Amount:	\$ 375.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 29, 1991
Amount:	\$ 375.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 25, 1991
Amount:	\$ 255,000.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 7, 1991
Amount:	\$ 255,000.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 7, 1991
Amount:	\$ 255,000.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 18, 1992
Amount:	\$ 325,000.00
Financial Transaction ID:	0004
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 28, 1992
Amount:	\$ 220,000.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 3, 1992
Amount:	\$ 325,000.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT
Transaction Date:	DECEMBER 4, 1992
Amount:	\$ 220,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	DECEMBER 4, 1992
Amount:	\$ 220,000.00
Financial Transaction ID:	0001



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Report ID: 012320021

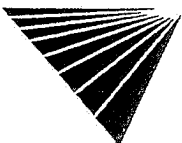
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 3, 1992
Amount:	\$ 325,000.00
Financial Transaction ID:	0004
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JULY 23, 1993
Amount:	\$ 1,357.00
Financial Transaction ID:	0001
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 14, 1987
Amount:	\$ 200,000.00
Financial Transaction ID:	0002
Transaction Type:	COMMITMENT
Transaction Date:	NOVEMBER 23, 1987
Amount:	\$ 200,000.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT
Transaction Date:	MAY 24, 1993
Amount:	\$ 1,357.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	DECEMBER 14, 1987
Amount:	\$ 200,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	MAY 24, 1993
Amount:	\$ 1,357.00
Financial Transaction ID:	0011
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JULY 19, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0022
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 28, 1992
Amount:	\$ 150,000.00
Financial Transaction ID:	0020
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 14, 1992
Amount:	\$ 230,000.00
Financial Transaction ID:	0013
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	SEPTEMBER 28, 1990
Amount:	\$ 94,453.00
Financial Transaction ID:	0009
Transaction Type:	ACTUAL OBLIGATION



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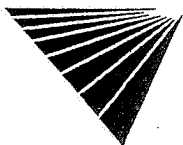
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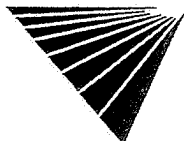
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	MAY 8, 1990
Amount:	\$ 200,000.00
Financial Transaction ID:	0008
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	SEPTEMBER 15, 1989
Amount:	\$ 250,000.00
Financial Transaction ID:	0005
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	AUGUST 30, 1988
Amount:	\$ 1,976,662.00
Financial Transaction ID:	0003
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 17, 1988
Amount:	\$ 300,000.00
Financial Transaction ID:	0015
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 25, 1991
Amount:	\$ 420,000.00
Financial Transaction ID:	0001
Transaction Type:	OPEN COMMITMENT
Transaction Date:	FEBRUARY 17, 1993
Amount:	\$ 245,000.00
Financial Transaction ID:	0006
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 26, 1990
Amount:	\$ 200,000.00
Financial Transaction ID:	0021
Transaction Type:	COMMITMENT
Transaction Date:	DECEMBER 4, 1992
Amount:	\$ 150,000.00
Financial Transaction ID:	0019
Transaction Type:	COMMITMENT
Transaction Date:	FEBRUARY 14, 1992
Amount:	\$ 230,000.00
Financial Transaction ID:	0014
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 11, 1991
Amount:	\$ 420,000.00
Financial Transaction ID:	0023
Transaction Type:	COMMITMENT
Transaction Date:	FEBRUARY 17, 1993
Amount:	\$ 245,000.00
Financial Transaction ID:	0012
Transaction Type:	COMMITMENT
Transaction Date:	SEPTEMBER 25, 1990



SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Amount:	\$ 94,453.00
Financial Transaction ID:	0004
Transaction Type:	COMMITMENT
Transaction Date:	AUGUST 10, 1988
Amount:	\$ 1,976,662.00
Financial Transaction ID:	0002
Transaction Type:	COMMITMENT
Transaction Date:	FEBRUARY 11, 1988
Amount:	\$ 299,700.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	JANUARY 19, 1988
Amount:	\$ 300.00
Financial Transaction ID:	0010
Transaction Type:	COMMITMENT
Transaction Date:	JUNE 11, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0007
Transaction Type:	COMMITMENT
Transaction Date:	AUGUST 31, 1989
Amount:	\$ 250,000.00
Financial Transaction ID:	0004
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 26, 1990
Amount:	\$ 200,000.00
Financial Transaction ID:	0009
Transaction Type:	DECOMMITMENT
Transaction Date:	DECEMBER 4, 1992
Amount:	\$ 150,000.00
Financial Transaction ID:	0008
Transaction Type:	DECOMMITMENT
Transaction Date:	FEBRUARY 14, 1992
Amount:	\$ 230,000.00
Financial Transaction ID:	0007
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 11, 1991
Amount:	\$ 420,000.00
Financial Transaction ID:	0005
Transaction Type:	DECOMMITMENT
Transaction Date:	JUNE 11, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 31, 1989
Amount:	\$ 250,000.00



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Report ID: 012320021

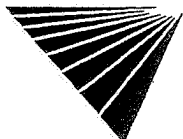
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 10, 1988
Amount:	\$ 1,976,662.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	JANUARY 19, 1988
Amount:	\$ 300,000.00
Financial Transaction ID:	0006
Transaction Type:	DECOMMITMENT
Transaction Date:	SEPTEMBER 25, 1990
Amount:	\$ 94,453.00
Financial Transaction ID:	0001
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MAY 3, 2000
Amount:	\$ 5,000.00
Financial Transaction ID:	0001
Transaction Type:	DEOBLIGATION
Transaction Date:	FEBRUARY 21, 2001
Amount:	\$ 215.00
Financial Transaction ID:	0002
Transaction Type:	DEOBLIGATION
Transaction Date:	FEBRUARY 21, 2001
Amount:	\$ 450.00
Financial Transaction ID:	0002
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 21, 2001
Amount:	\$ 450.00
Financial Transaction ID:	0001
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 21, 2001
Amount:	\$ 215.00
Financial Transaction ID:	0016
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 2, 1999
Amount:	\$ 21.00
Financial Transaction ID:	0024
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 2, 1999
Amount:	\$ 73.00
Financial Transaction ID:	0023
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 18, 2000
Amount:	\$ 156.00
Financial Transaction ID:	0022



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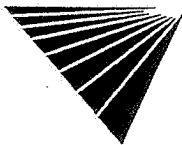
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	NOVEMBER 28, 2000
Amount:	\$ 269.00
Financial Transaction ID:	0021
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0020
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0019
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 13, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0018
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MAY 18, 1999
Amount:	\$ 15.00
Financial Transaction ID:	0017
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MAY 20, 1999
Amount:	\$ 62.00
Financial Transaction ID:	0007
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 316.00
Financial Transaction ID:	0015
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 16, 1999
Amount:	\$ 14.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 376.00
Financial Transaction ID:	0003
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	NOVEMBER 18, 1998
Amount:	\$ 329.00
Financial Transaction ID:	0004
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 525.00
Financial Transaction ID:	0005
Transaction Type:	ACTUAL OBLIGATION



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Report ID: 012320021

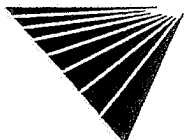
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	JANUARY 11, 1999
Amount:	\$ 384.00
Financial Transaction ID:	0006
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 50.00
Financial Transaction ID:	0007
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 105.00
Financial Transaction ID:	0008
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 56.00
Financial Transaction ID:	0015
Transaction Type:	DEOBLIGATION
Transaction Date:	FEBRUARY 16, 1999
Amount:	\$ 14.00
Financial Transaction ID:	0016
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 2, 1999
Amount:	\$ 21.00
Financial Transaction ID:	0023
Transaction Type:	DEOBLIGATION
Transaction Date:	DECEMBER 18, 2000
Amount:	\$ 156.00
Financial Transaction ID:	0022
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 28, 2000
Amount:	\$ 269.00
Financial Transaction ID:	0021
Transaction Type:	DEOBLIGATION
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0020
Transaction Type:	DEOBLIGATION
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0019
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 13, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0018
Transaction Type:	DEOBLIGATION
Transaction Date:	MAY 18, 1999



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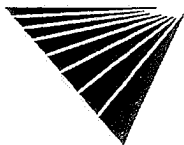
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Amount:	\$ 15.00
Financial Transaction ID:	0024
Transaction Type:	DEOBLIGATION
Transaction Date:	MARCH 2, 1999
Amount:	\$ 73.00
Financial Transaction ID:	0002
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 316.00
Financial Transaction ID:	0017
Transaction Type:	DEOBLIGATION
Transaction Date:	MAY 20, 1999
Amount:	\$ 62.00
Financial Transaction ID:	0001
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 18, 1998
Amount:	\$ 329.00
Financial Transaction ID:	0003
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 376.00
Financial Transaction ID:	0004
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 525.00
Financial Transaction ID:	0005
Transaction Type:	DEOBLIGATION
Transaction Date:	JANUARY 11, 1999
Amount:	\$ 384.00
Financial Transaction ID:	0006
Transaction Type:	DEOBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 50.00
Financial Transaction ID:	0007
Transaction Type:	DEOBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 105.00
Financial Transaction ID:	0008
Transaction Type:	DEOBLIGATION
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 56.00
Financial Transaction ID:	0015
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 16, 1999
Amount:	\$ 14.00



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Report ID: 012320021

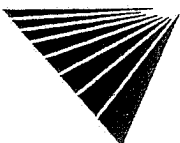
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Financial Transaction ID:	0016
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 2, 1999
Amount:	\$ 21.00
Financial Transaction ID:	0023
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	DECEMBER 18, 2000
Amount:	\$ 156.00
Financial Transaction ID:	0022
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 28, 2000
Amount:	\$ 269.00
Financial Transaction ID:	0021
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0020
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	FEBRUARY 28, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0019
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 13, 2000
Amount:	\$ 11.00
Financial Transaction ID:	0018
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MAY 18, 1999
Amount:	\$ 15.00
Financial Transaction ID:	0024
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MARCH 2, 1999
Amount:	\$ 73.00
Financial Transaction ID:	0002
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 316.00
Financial Transaction ID:	0001
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 18, 1998
Amount:	\$ 329.00
Financial Transaction ID:	0008
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 56.00
Financial Transaction ID:	0007



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For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

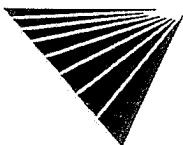
Version 2.7

Date of Report: January 23, 2002

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 105.00
Financial Transaction ID:	0006
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JANUARY 21, 1999
Amount:	\$ 50.00
Financial Transaction ID:	0005
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JANUARY 11, 1999
Amount:	\$ 384.00
Financial Transaction ID:	0004
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 525.00
Financial Transaction ID:	0003
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 19, 1998
Amount:	\$ 376.00
Financial Transaction ID:	0017
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	MAY 20, 1999
Amount:	\$ 62.00
Financial Transaction ID:	0001
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 19, 1988
Amount:	\$ 300,000.00
Financial Transaction ID:	0005
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	SEPTEMBER 15, 1989
Amount:	\$ 150,000.00
Financial Transaction ID:	0006
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JULY 19, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0002
Transaction Type:	COMMITMENT
Transaction Date:	DECEMBER 6, 1988
Amount:	\$ 300,000.00
Financial Transaction ID:	0004
Transaction Type:	COMMITMENT
Transaction Date:	JUNE 11, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT



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Report ID: 012320021

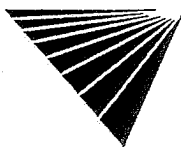
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	AUGUST 31, 1989
Amount:	\$ 150,000.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	DECEMBER 19, 1988
Amount:	\$ 300,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 31, 1989
Amount:	\$ 150,000.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	JUNE 11, 1990
Amount:	\$ 50,000.00
Financial Transaction ID:	0006
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	DECEMBER 8, 1993
Amount:	\$ 150,000.00
Financial Transaction ID:	0008
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 15, 1995
Amount:	\$ 200,000.00
Financial Transaction ID:	0003
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JULY 27, 1993
Amount:	\$ 28,371.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JUNE 2, 1992
Amount:	\$ 8,770.00
Financial Transaction ID:	0001
Transaction Type:	OPEN COMMITMENT
Transaction Date:	SEPTEMBER 24, 1996
Amount:	\$ 761,943.00
Financial Transaction ID:	0009
Transaction Type:	COMMITMENT
Transaction Date:	SEPTEMBER 24, 1996
Amount:	\$ 761,943.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	MAY 21, 1992
Amount:	\$ 8,770.00
Financial Transaction ID:	0004
Transaction Type:	COMMITMENT
Transaction Date:	JUNE 14, 1993



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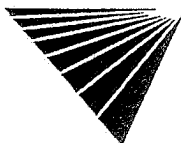
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Amount:	\$ 28,371.00
Financial Transaction ID:	0005
Transaction Type:	COMMITMENT
Transaction Date:	NOVEMBER 16, 1993
Amount:	\$ 150,000.00
Financial Transaction ID:	0007
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 16, 1995
Amount:	\$ 200,000.00
Financial Transaction ID:	0006
Transaction Type:	DEOBLIGATION
Transaction Date:	AUGUST 26, 1998
Amount:	\$ 39,634.00
Financial Transaction ID:	0009
Transaction Type:	DEOBLIGATION
Transaction Date:	NOVEMBER 16, 1998
Amount:	\$ 484,128.00
Financial Transaction ID:	0008
Transaction Type:	DEOBLIGATION
Transaction Date:	OCTOBER 13, 1998
Amount:	\$ 58,884.00
Financial Transaction ID:	0007
Transaction Type:	DEOBLIGATION
Transaction Date:	SEPTEMBER 18, 1998
Amount:	\$ 70,081.00
Financial Transaction ID:	0005
Transaction Type:	DEOBLIGATION
Transaction Date:	JULY 20, 1998
Amount:	\$ 50,305.00
Financial Transaction ID:	0004
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1998
Amount:	\$ 4,863.00
Financial Transaction ID:	0003
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1998
Amount:	\$ 1,343.00
Financial Transaction ID:	0001
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1998
Amount:	\$ 44,042.00
Financial Transaction ID:	0002
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1998
Amount:	\$ 8,664.00



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Report ID: 012320021

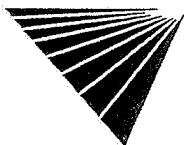
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	MAY 21, 1992
Amount:	\$ 8,770.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	JULY 27, 1993
Amount:	\$ 28,371.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	NOVEMBER 16, 1993
Amount:	\$ 150,000.00
Financial Transaction ID:	0004
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 16, 1995
Amount:	\$ 200,000.00
Financial Transaction ID:	0005
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JULY 20, 1998
Amount:	\$ 50,305.00
Financial Transaction ID:	0007
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	SEPTEMBER 18, 1998
Amount:	\$ 70,081.00
Financial Transaction ID:	0008
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	OCTOBER 13, 1998
Amount:	\$ 58,884.00
Financial Transaction ID:	0006
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	AUGUST 26, 1998
Amount:	\$ 39,634.00
Financial Transaction ID:	0003
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 17, 1998
Amount:	\$ 1,343.00
Financial Transaction ID:	0009
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	NOVEMBER 16, 1998
Amount:	\$ 484,128.00
Financial Transaction ID:	0002
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 17, 1998
Amount:	\$ 8,664.00
Financial Transaction ID:	0001



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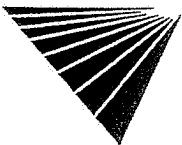
Version 2.7

Date of Report: January 23, 2002

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 17, 1998
Amount:	\$ 44,042.00
Financial Transaction ID:	0004
Transaction Type:	EXTRAMURAL OUTLAY (PAYMENT)
Transaction Date:	JUNE 17, 1998
Amount:	\$ 4,863.00
Financial Transaction ID:	0001
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	AUGUST 31, 1987
Amount:	\$ 250,000.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	SEPTEMBER 28, 1987
Amount:	\$ 15,000.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 31, 1987
Amount:	\$ 250,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	SEPTEMBER 28, 1987
Amount:	\$ 15,000.00
Financial Transaction ID:	0002
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	FEBRUARY 16, 1988
Amount:	\$ 250,000.00
Financial Transaction ID:	0004
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 8, 1988
Amount:	\$ 185,000.00
Financial Transaction ID:	0005
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	MARCH 14, 1988
Amount:	\$ 12,000.00
Financial Transaction ID:	0008
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	APRIL 22, 1988
Amount:	\$ 15,000.00
Financial Transaction ID:	0009
Transaction Type:	ACTUAL OBLIGATION
Transaction Date:	JUNE 17, 1988
Amount:	\$ 12,000.00
Financial Transaction ID:	0011
Transaction Type:	ACTUAL OBLIGATION



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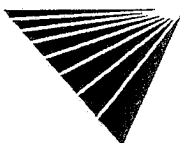
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Transaction Date:	SEPTEMBER 12, 1988
Amount:	\$ 30,000.00
Financial Transaction ID:	0003
Transaction Type:	COMMITMENT
Transaction Date:	MARCH 4, 1988
Amount:	\$ 185,000.00
Financial Transaction ID:	0007
Transaction Type:	COMMITMENT
Transaction Date:	JANUARY 28, 1988
Amount:	\$ 15,000.00
Financial Transaction ID:	0001
Transaction Type:	COMMITMENT
Transaction Date:	JANUARY 28, 1988
Amount:	\$ 250,000.00
Financial Transaction ID:	0010
Transaction Type:	COMMITMENT
Transaction Date:	AUGUST 30, 1988
Amount:	\$ 30,000.00
Financial Transaction ID:	0006
Transaction Type:	DEOBLIGATION
Transaction Date:	JUNE 17, 1988
Amount:	\$ 7,834.00
Financial Transaction ID:	0001
Transaction Type:	DECOMMITMENT
Transaction Date:	JANUARY 28, 1988
Amount:	\$ 250,000.00
Financial Transaction ID:	0002
Transaction Type:	DECOMMITMENT
Transaction Date:	JANUARY 28, 1988
Amount:	\$ 15,000.00
Financial Transaction ID:	0003
Transaction Type:	DECOMMITMENT
Transaction Date:	MARCH 4, 1988
Amount:	\$ 197,000.00
Financial Transaction ID:	0004
Transaction Type:	DECOMMITMENT
Transaction Date:	JUNE 17, 1988
Amount:	\$ 12,000.00
Financial Transaction ID:	0005
Transaction Type:	DECOMMITMENT
Transaction Date:	AUGUST 30, 1988
Amount:	\$ 30,000.00
Operable Unit ID:	00
Operable Unit Name:	SITEWIDEPRE-REMEDIAL ACTIVITIE
Description:	S



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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

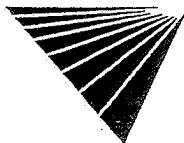
Operable Unit ID:	01
Operable Unit Name:	OVERALL SITE/FS, RD, RA
Operable Unit ID:	03
Operable Unit Name:	SOIL REMOVAL/TREATMENTGROSSCO
Description:	NTAMINATED SOIL REMOVAL/TREATMENT
Operable Unit ID:	02
Operable Unit Name:	SHALLOW GWSHALLOW GROUNDWATER
Description:	TREATMENT
Alias ID:	101
Alias Name:	L B D
	CA
Alias ID:	102
Alias Name:	LORENTZ BARREL DRUM CO
Alias ID:	103
Alias Name:	LORENTZ BARREL DRUM CO.
Address:	1515 S 10TH ST
	SAN JOSE
	CA
	95112
Fields Not Reported by the Source Agency for this Site:	Action Qualifier(1), Scheduled Start Date(11), Scheduled Completion Date(6), Actual Start Date(9), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), Action(1), Action Lead(2), Action(1), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), Action Qualifier(1), (1), (1), (1), (1), Description(1), (1), (1), (1), (1), Address(1), (1)

SPL - State Equivalent Priority List / SRC# 113

Agency ID:

43300026

Agency Address:	LORENTZ BARREL DRUM COMPANY 1515 SOUTH 10TH STREET SAN JOSE, CA 95112
Agency ID:	43300026
Facility Name:	LORENTZ BARREL DRUM COMPANY
Facility Address:	1515 SOUTH 10TH STREET SAN JOSE, CA. 95112 BERKELEY
Region:	SANTA CLARA
County:	NORTH COAST
Branch:	01011985
Status Date:	AWP
Status:	ANNUAL WORKPLAN - ACTIVE SITE
Status Description:	ENVIRONMENTAL PROTECTION AGENCY
Lead Agency:	NPL SITE, RP-FUNDED
Type Name:	L
NPL:	C
Fund:	30
SIC Number:	MANU - RUBBER MISC PLASTICS PRODUCTS
SIC Name:	SAN FRANCISCO BAY
Water Control Board Region:	C
Access:	L
Cortese:	33.94
Hazard Ranking Score:	



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Report ID: 012320021

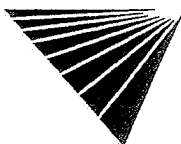
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Hazard Ranking Date:	07041776
Groundwater:	C
Number of Sources:	1
Latitude:	37-DEG, 18-MIN, 41-SEC
Latitude Direction:	N
Longitude:	121-DEG, 51-MIN, 23-SEC
Longitude Direction:	W
Alternate Address:	1515 SOUTH 10TH STREET SAN JOSE, CA. 95112
Alternate Name:	LORENTZ BARREL DRUM COMPANY
Alternate Name:	LORENTZ BARREL AND DRUM COMPANY
Agency ID:	43300026
Background:	<p>THIS FACILITY OPERATED AS A DRUM RECONDITIONING FACILITY FROM 1946 TO 1987. DRUMS CONTAINING SOLVENTS, PESTICIDES, AND OTHER MATERIALS FROM NUMEROUS SOURCES WERE CLEANED, RECOATED AND SOLD FOR REUSE. THE DEPARTMENT ISSUED A REMEDIAL ACTION ORDER IN FEBRUARY 1987 TO THE SITE OPERATOR. HE WAS FOUND IN NONCOMPLIANCE WITH THIS ORDER IN JUNE 1987. FROM MAY 1987 THROUGH MARCH 1988, THE DEPARTMENT IMPLEMENTED AN EXPEDITED RESPONSE ACTION THAT CONSISTED OF THE FOLLOWING ACTIVITIES: DRUM INVENTORY; CONSTRUCTION OF DECONTAMINATION FACILITIES; REMOVAL OF POLYCHLORINATED BIPHENYL (PCB) CONTAMINATED PITS, WHICH WERE LATER BACKFILLED WITH CLEAN SOIL AND CAPPED; REMOVAL, RECYCLING, OR TREATMENT OF THOUSANDS OF GALLONS OF PROCESSED PLANT LIQUIDS; REMOVAL OF 15 TONS OF CONTAMINATED SCRAP; AND DESIGNED A SURFACE WATER CONTROL PLAN, WHICH WERE SUBMITTED TO EPA FOR IMPLEMENTATION. EPA INSTALLED A CHIP SEAL OVER APPROXIMATELY TWO THIRDS OF A FIVE-ACRE SITE. DEMOBILIZATION OCCURRED AT THE END OF MARCH 1988. A TOTAL OF 21,286 DRUMS, 1,330 TONS OF SCRAP METAL, AND 2,982 CUBIC YARDS OF CONTAMINATED SOIL WERE REMOVED FROM THE SITE. IN 1988 AN ENGINEERING EVALUATION/COST ANALYSIS (EE/CA) TO IDENTIFY REMEDIATION FOR KNOWN SHALLOW GROUNDWATER CONTAMINATION WAS DONE. THE EE/CA CONCLUDED THAT A GROUNDWATER PUMP-AND-TREAT SYSTEM WAS AN EFFECTIVE METHOD FOR REMEDIATING THE GROUNDWATER. EPA ISSUED A RECORD OF DECISION (ROD) IN SEPTEMBER 1988, FOR THE GROUNDWATER OPERABLE UNIT. IN MAY 1989, EPA CONDUCTED AN INVESTIGATION, IDENTIFYING APPROXIMATELY 200 COMPANIES WHO HAD DELIVERED DRUMS AND BARRELS TO THE FORMER DRUM RECYCLING FACILITY. A CONSENT DECREE BETWEEN EPA AND 11 PRPS WAS SIGNED IN SEPTEMBER 1989 WHICH REQUIRED THE PRPS TO IMPLEMENT THE GROUNDWATER REMEDIATION RECOMMENDED BY THE ROD. THE SITE WAS FORMALLY INCLUDED IN NPL ON OCTOBER 1989. IN 1993 EPA ISSUED A ROD TO COVER THE SOILS/SOURCE REMEDIATION. EPA CONDUCTED 3 SEPARATE REMOVAL ACTIONS IN 1994. EPA COMPLETED ASPHALT CAP FOR</p> <p>FOR INFORMATION ABOUT ADDITIONAL DETAILS NOT LISTED, PLEASE CALL CUSTOMER FULLFILLMENT AT 1-800-767-0403</p>
Comment Key:	28
Activity Number:	RAP
Type of Activity:	REMEDIAL ACTION PLAN / RECORD OF DECISION
Comment Description:	AMEND
Completion Date:	03/01/1998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	27



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Report ID: 012320021

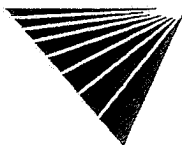
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Activity Number:	RAP
Type of Activity:	REMEDIAL ACTION PLAN / RECORD OF DECISION
Comment Description:	ESD
Completion Date:	05211998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	26
Activity Number:	COST
Type of Activity:	COST RECOVERY
Comment Description:	SETTL
Completion Date:	09161997
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	25
Activity Number:	RMDL
Type of Activity:	REMEDIAL ACTION (RAP REQUIRED)
Comment Description:	CAP
Completion Date:	09281998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	900
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Removal Action Certificate:	N
Comment Key:	24
Activity Number:	DES
Type of Activity:	DESIGN
Comment Description:	CAP
Completion Date:	05151998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	23



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Report ID: 012320021

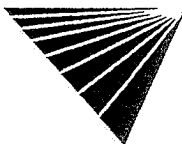
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Activity Number:	DES
Type of Activity:	DESIGN
Comment Description:	SVE
Completion Date:	05151998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	22
Activity Number:	COST
Type of Activity:	COST RECOVERY
Comment Description:	SETTL
Completion Date:	09231996
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	21
Activity Number:	RMDL
Type of Activity:	REMEDIAL ACTION (RAP REQUIRED)
Comment Description:	SVE
Completion Date:	09281998
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Removal Action Certificate:	N
Comment Key:	19
Activity Number:	CERT
Type of Activity:	CERTIFICATION
Activity Due Date:	07312001
Estimated Years to Finish:	0
Size of Activity:	L
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	16



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Report ID: 012320021

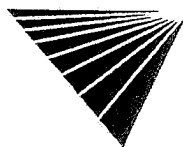
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Activity Number:	COST
Type of Activity:	COST RECOVERY
Comment Description:	SETTL
Completion Date:	05231995
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	15
Activity Number:	RA
Type of Activity:	REMOVAL ACTION
Comment Description:	DRUM
Completion Date:	09301994
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	36
Gallons Removed:	66000
Yards Treated:	0
Gallons Treated:	66000
Removal Action Certificate:	N
Comment Key:	14
Activity Number:	RA
Type of Activity:	REMOVAL ACTION
Comment Description:	CAP
Completion Date:	09301994
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Removal Action Certificate:	N
Comment Key:	13
Activity Number:	RA
Type of Activity:	REMOVAL ACTION
Comment Description:	BLDGS
Completion Date:	09301994
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	1121
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0

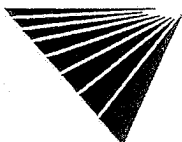


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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Removal Action Certificate:	N
Comment Key:	12
Activity Number:	FRIFS
Type of Activity:	FOCUSED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Comment Description:	DRUM
Completion Date:	10151993
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	11
Activity Number:	RAP
Type of Activity:	REMEDIAL ACTION PLAN / RECORD OF DECISION
Comment Description:	SOIL
Completion Date:	08261993
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	10
Activity Number:	RIFS
Type of Activity:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
Comment Description:	SOIL
Completion Date:	04221993
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	9
Activity Number:	ORDER
Type of Activity:	I/SE, IORSE, FFA, FFSRA, VCA, EA
Comment Description:	SOIL
Completion Date:	10071992
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

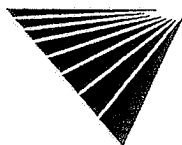
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Comment Key:	8
Activity Number:	RA
Type of Activity:	REMOVAL ACTION
Comment Description:	GW-B
Completion Date:	03301992
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Removal Action Certificate:	N
Comment Key:	7
Activity Number:	DES
Type of Activity:	DESIGN
Comment Description:	GW
Completion Date:	06281991
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	6
Activity Number:	ORDER
Type of Activity:	I/SE, IORSE, FFA, FFSRA, VCA, EA
Completion Date:	09301989
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	5
Activity Number:	RAP
Type of Activity:	REMEDIAL ACTION PLAN / RECORD OF DECISION
Comment Description:	B
Completion Date:	09301988
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	4



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Report ID: 012320021

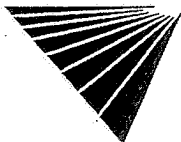
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Activity Number:	FRIFS
Type of Activity:	FOCUSED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Comment Description:	GW
Completion Date:	08301988
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	3
Activity Number:	ERA
Type of Activity:	EXPEDITED RESPONSE ACTION
Completion Date:	03301988
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	2
Activity Number:	ORDER
Type of Activity:	I/SE, IORSE, FFA, FFSRA, VCA, EA
Comment Description:	ISE
Completion Date:	06301987
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Comment Key:	1
Activity Number:	PPP
Type of Activity:	PUBLIC PARTICIPATION PLAN
Completion Date:	05301987
Estimated Years to Finish:	0
Status at Start:	ANNUAL WORKPLAN - ACTIVE SITE
Cubic Yards Removed:	0
Gallons Removed:	0
Yards Treated:	0
Gallons Treated:	0
Agency ID:	43300026



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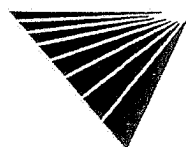
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Comments:	DTSC DETERMINED NONCOMPLIANCE WITH THE RAO ISSUED IN FEBRUARY 1987. DTSC IMPLEMENTED AN EXPEDITED RESPONSE ACTION (ERA). FRIFS: SHALLOW GROUNDWATER. EPA ISSUED ROD FOR GW OPERABLE UNIT. EPA ISSUED A CONSENT DECREE WITH 11 PRP'S TO IMPLEMENT GROUNDWATER REMEDIATION. RA: SHALLOW GROUNDWATER PUMP AND TREATMENT SYSTEM. EPA ISSUED ROD FOR SOIL OPERABLE UNIT. COMPLETION OF 3 SEPARATE REMOVAL ACTIONS. RA #1. REMOVAL OF 5 BUILDINGS AND THE PROCESS EQUIPMENT AND SCRAP WITHIN INCLUDING 17 SUMPS, 7 TANKS AND SEVERAL DEBRIS STOCKPILED. AT THE END OF THIS RA, 1033 TONS OF INDUSTRIAL WASTES, 15 TONS OF LIQUID HAZARDOUS WASTE AND 73 TONS OF SOLID HAZARDOUS WASTE WAS SHIPPED OFF-SITE FOR DISPOSAL. RA #2. REMOVAL OF 1200 DRUMS, 150 DRUMS CONTAINING SOLVENTS, 350 DRUMS CONTAINING DEBRIS AND 23 DRUMS CONTAINING ASH AND LIQUIDS. REMOVAL OF TANKS, VATS, SUMPS, AND PROCESS EQUIPMENT. REMOVAL OF 1.18 TONS OF ASBESTOS CONTAINING BUILDING MATERIALS. RA #3. PAVING OF PREVIOUSLY AND NEWLY EXPOSED SURFACE SOIL RESULTING FROM THE ABOVE REMOVAL ACTIONS. PAVING USED A CHIP SEAL MATERIAL. APPROXIMATELY 4 AND 1/4 ACRES WERE SEALED. EFFECTIVE DATE OF THE ADMINISTRATIVE ORDER CONSENT FOR DE MINIMIS SETTLEMENT ON THIS SITE WAS EFFECTIVE MAY 23, 1996. THE SETTLEMENT PERTAINS TO 89 PARTIES. PER THE SETTLEMENT THE PARTIES ARE REQUIRED TO SUBMIT PAYMENT INTO AN ESCROW ACCOUNT WITHIN 120 DAYS. EFFECTIVE DATE OF THE ADMINISTRATIVE CONSENT ORDER FOR THE 2ND ROUND OF COST RECOVERY DE MINIMIS SETTLEMENT. CHECKS ARE TO BE SUBMITTED WITHIN THE NEXT 120 DAYS. EPA COMPLETED CONSTRUCTION OF ASPHALT CAP AND SOIL VAPOR EXTRACTION SYSTEM. EFFECTIVE DATE OF THE ADMINISTRATIVE CONSENT ORDER FOR THE 3RD ROUND OF THE COST RECOVERY DE MINIMIS SETTLEMENT. CHECKS ARE TO BE SUBMITTED WITHIN THE NEXT 120 DAYS. US EPA APPROVED A ROD AMENDMENT FOR GROUNDWATER TREATMENT PROCESS. US EPA APPROVED AN ESD FOR SOIL REMEDIATION PROCESS.
ID Name:	CALSTARS CODE
ID Value:	200061
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD029295706
ID Name:	BEP DATABASE PCODE
ID Value:	P21039
Fields Not Reported by the Source Agency for this Site:	Tier(1), Activity Due Date(12), Revised Due Date(12), Size of Activity(13), Removal Action Certificate(12), Comment Description(4), Completion Date(1)

VISTA Address*:	PETE'S AUTO SERVICE 299 KEYES ST SAN JOSE, CA 95112	VISTA ID#:	1585742
		Distance/Direction:	0.33 MI. / W
		Plotted as:	Point
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	PETE'S AUTO SERVICE		
Site Location:	299 KEYES ST		
Site County:	SAN JOSE CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1055		
Local Case ID #:	07S1E16M03		
Media Affected:	SOIL ONLY		
Lead Agency:	REGIONAL BOARD LEAD		
Remediation Status:	CASE CLOSED		
Substance Leaked:	WASTE OIL		
Abatement Method:	ED		

Map ID

6



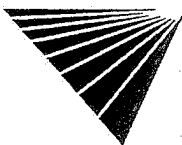
* VISTA address includes enhanced city and ZIP.
For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Enforcement Type:	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED NONE TAKEN
Funding By:	FEDERAL FUNDS
How was Leak Discovered:	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	NOT REQUIRED TO BE TESTED
Program Type	RB LEAD UNDERGROUND STORAGE TANK
Responsible Party:	BLANK RP
Cause of Leak	STRUCTURE FAILURE
Source of Leak	TANK
Longitude:	37.3227615
Latitude:	-121.8724365
Summary:	ARCHIVED 5/17/96 CONTROL NO 120-060 SRC 0904710
Date Case was Closed	4/11/91
Date Leak was Discovered:	3/30/88
Reported Date:	3/28/88
Date Leak was Stopped:	3/30/88
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Remediation Status(1), How was Leak Discovered(1), MTBE Tested(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workplan(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Began(1), Date of Enforcement Action(1), MTBE Date(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	PETE'S AUTO SERVICE 299 KEYES ST SAN JOSE, CA 0 43-1055
Case ID #:	43-1055
Site Name:	PETE'S AUTO SERVICE
Site Address:	299 KEYES ST SAN JOSE, CA SANTA CLARA
Site County:	SANTA CLARA
Date Entered:	3/30/90
Maximum Soil:	10000
Substance Leaked:	NOT REPORTED
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	CASE CLOSED: REGIONAL BOARD (AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCE THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.
Fields Not Reported by the Source Agency for this Site:	Maximum Groundwater(1), Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)



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Report ID: 012320021

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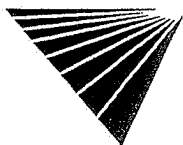
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

VISTA Address*:	PETE'S STOP 290 KEYES SAN JOSE, CA 95112	VISTA ID#:	7482929
		Distance/Direction:	0.33 MI / W
		Plotted as:	Point
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	PETE'S STOP INC 290 KEYES ST SAN JOSE, CA 95112		
Site Name:	PETE'S STOP INC		
Site Location:	290 KEYES ST		
	SAN JOSE CA 95112-		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-2074		
Local Case ID #:	07S1E16L02		
Media Affected	OTHER GROUNDWATER		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED		
Substance Leaked:	GASOLINE CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Enforcement Type:	NONE TAKEN		
How was Leak Discovered	SUBSURFACE MONITORING		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	MTBE DETECTED		
Program Type	LOCAL OVERSIGHT PROGRAM UST		
Responsible Party:	BLANK RP		
Cause of Leak	UNKNOWN		
Source of Leak	UNKNOWN		
Longitude:	37.3223839		
Latitude:	-121.8719788		
Date Leak was Confirmed	9/8/95		
Date Preliminary Site Assessment Workpla	UNKNOWN		
Date Leak was Discovered:	8/8/95		
MTBE Date	UNKNOWN		
Reported Date:	8/8/95		
Date Leak was Stopped:	8/8/95		
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), Abatement Method(1), Funding By(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Source of Leak(1), Summary(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1)		

Map ID

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT

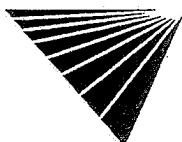
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-2074
Agency Address:	PETE'S STOP INC 290 KEYES ST SAN JOSE, CA 0 43-2074		
Case ID #:	43-2074		
Site Name:	PETE'S STOP INC		
Site Address:	290 KEYES ST SAN JOSE, CA SANTA CLARA		
Site County:	SANTA CLARA		
Date Entered:	5/30/97		
Maximum Groundwater	2800000		
Current Benzene	34000		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	NOT REPORTED		
Site Status:	PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED: A WORKPLAN AND IMPLEMENTATION SCHEDULE HAS BEEN SUBMITTED TO DETERMINE IF THE GROUNDWATER HAS BEEN OR WILL BE IMPACTED. THIS PLAN INCLUDES THE INSTALLATION OF MONITORING WELLS.		
Maximum MTBE	760000		
Current MTBE	530000		
Fields Not Reported by the Source	Maximum Soil(1), MTBE Qualifier(1)		
Agency for this Site:			

VISTA Address*:	GOODWILL INDUSTRIES 950 7TH ST SAN JOSE, CA 95112	VISTA ID#:	1582245
		Distance/Direction:	0.36 MI / W
		Plotted as:	Point

Map ID

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STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	GOODWILL INDUSTRIES		
Site Location:	950 7TH ST SAN JOSE CA 95112- SANTA CLARA		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-0657		
Local Case ID #:	43-0657		
Media Affected	SOIL ONLY		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	POLLUTION CHARACTERIZATION		
Substance Leaked:	GASOLINE		
Abatement Method	NT		
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Funding By	FEDERAL FUNDS		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		



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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

MTBE Tested	SITE NOT TESTED FOR MTBE
Program Type	LOCAL OVERSIGHT PROGRAM UST
Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.3411592
Latitude:	-121.8854273
Summary	WATER ND, CLOSURE REQUESTED; SCVWD ISSUED MW DESTRUCT. PERMITS-4/90
Date Pollution Characterization Began	3/21/89
Date Leak was Discovered:	4/27/89
Reported Date:	4/27/89
Date Leak was Stopped:	4/27/89
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Remediation Status(1), Enforcement Type(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1), MTBE Date(1)

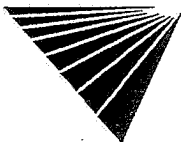
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-0657
Agency Address:	GOODWILL INDUSTRIES 950 7TH ST SAN JOSE, CA 0		
Case ID #:	43-0657		
Site Name:	GOODWILL INDUSTRIES		
Site Address:	950 7TH ST		
Site County:	SAN JOSE, CA SANTA CLARA		
Date Entered:	6/7/89		
Maximum Soil	1600		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	NOT REPORTED		
Site Status:	POLLUTION CHARACTERIZATION UNDERWAY: THIS PHASE OF WORK INVOLVES THE DEFINITION OF THE BOUNDARIES OF THE CONTAMINATED PLUME. IN ORDER TO BEA 5C THE RESPONSIBLE PARTY MUST BE TAKING STEPS TO FURTHER DEFINE THE LATERAL AND VERTICAL EXTENT OF CONTAMINATION IN THE SOIL AND GROUNDWATER. THIS PHASE IS CHARACTERIZED BY THE INSTALLATION OF ADDITIONAL MONITORING WELLS AND/OR BORINGS, AQUIFER TESTS, SOIL GAS SURVEYS, CONTINUAL GROUNDWATER GRADIENT DETERMINATIONS AND MONITORING, AND AN ASSESSMENT OF ALL IMPACTS ON SURFACE AND GROUNDWATER.		
Fields Not Reported by the Source Agency for this Site:	Maximum Groundwater(1), Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)		

VISTA Address*:	SHELL 288 VIRGINIA SAN JOSE, CA 95112	VISTA ID#:	377343
		Distance/Direction:	0.36 MI / NW
		Plotted as:	Point

Map ID

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STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SHELL 288 VIRGINIA ST E SAN JOSE, CA 95112		
Site Name:	SHELL		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

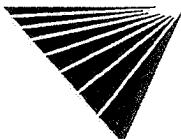
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Site Location:	288 VIRGINIA ST E SAN JOSE CA 95112- SANTA CLARA
Site County:	
Water Quality Control Board Region:	02
Case ID #:	43-1309
Local Case ID #:	07S1E16E02
Media Affected	OTHER GROUNDWATER
Lead Agency:	LOCAL AGENCY LEAD
Remediation Status	POLLUTION CHARACTERIZATION
Substance Leaked:	GASOLINE
Abatement Method	ED CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED
Enforcement Type	NONE TAKEN
Funding By	FEDERAL FUNDS
How was Leak Discovered	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	MTBE DETECTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.326683
Latitude:	-121.8753433
Summary	SOME SOLVENTS GW 9/87. CURRENT MTBE DATE: 9/2/97
Date Preliminary Site Assessment Workpla	6/13/84
Date Preliminary Site Assessment Began	9/30/87
Date Pollution Characterization Began	2/28/90
Date Leak was Discovered:	3/13/90
MTBE Date	UNKNOWN
Reported Date:	10/20/87
Date Leak was Stopped:	3/13/90
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	SHELL 288 VIRGINIA ST E SAN JOSE, CA 0
Case ID #:	43-1309
Site Name:	SHELL
Site Address:	288 VIRGINIA ST E SAN JOSE, CA



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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

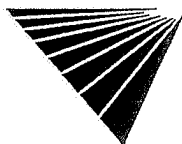
Site County:	SANTA CLARA
Date Entered:	1/13/90
Maximum Soil	1593
Maximum Groundwater	44000
Current Benzene	3200
Substance Leaked:	NOT REPORTED
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	POLLUTION CHARACTERIZATION UNDERWAY: THIS PHASE OF WORK INVOLVES THE DEFINITION OF THE BOUNDARIES OF THE CONTAMINATED PLUME. IN ORDER TO BE A 5C THE RESPONSIBLE PARTY MUST BE TAKING STEPS TO FURTHER DEFINE THE LATERAL AND VERTICAL EXTENT OF CONTAMINATION IN THE SOIL AND GROUNDWATER. THIS PHASE IS CHARACTERIZED BY THE INSTALLATION OF ADDITIONAL MONITORING WELLS AND/OR BORINGS, AQUIFER TESTS, SOIL GAS SURVEYS, CONTINUAL GROUNDWATER GRADIENT DETERMINATIONS AND MONITORING, AND AN ASSESSMENT OF ALL IMPACTS ON SURFACE AND GROUNDWATER.
Maximum MTBE	2600
Current MTBE	2600
Fields Not Reported by the Source	MTBE Qualifier(1)
Agency for this Site:	

VISTA Address:	C H AUTO 1192 S 6TH ST SAN JOSE, CA 95112	VISTA ID#:	2745899
		Distance/Direction:	0.38 MI / SW
		Plotted as:	Point

Map ID

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STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	C H AUTO 1192 6TH ST S SAN JOSE, CA 95112		
Site Name:	C H AUTO		
Site Location:	1192 6TH ST S SAN JOSE CA 95112-		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-0221		
Local Case ID #:	07S1E16L01		
Media Affected	OTHER GROUNDWATER		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	CASE CLOSED		
Substance Leaked:	GASOLINE		
Abatement Method	ED CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Enforcement Type	NONE TAKEN		
Funding By	FEDERAL FUNDS		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	SITE NOT TESTED FOR MTBE		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Program Type	LOCAL OVERSIGHT PROGRAM UST
Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.321209
Latitude:	-121.871788
Summary	ARCHIVED 11/1/96 CONTROL NO120-118 SRC 0904768
Date Case was Closed	10/10/96
Date Leak was Discovered:	10/11/89
Reported Date:	10/11/89
Date Leak was Stopped:	10/11/89
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date of Enforcement Action(1), MTBE Date(1)

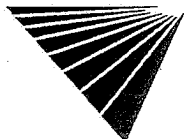
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		Agency ID:	43-0221
Agency Address:	C H AUTO 1192 6TH ST S SAN JOSE, CA 0		
Case ID #:	43-0221		
Site Name:	C H AUTO		
Site Address:	1192 6TH ST S		
Site County:	SAN JOSE, CA SANTA CLARA		
Date Entered:	11/26/90		
Maximum Soil	9800		
Maximum Groundwater	ND		
Substance Leaked:	NOT REPORTED		
Media Affected:	NOT REPORTED		
Discovery Date:	NOT REPORTED		
Site Status:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCETHAT NO FURTHER ACTION IS NECESSARY AT THE SITE.		
Fields Not Reported by the Source Agency for this Site:	Current Benzene(1), MTBE Qualifier(1), Maximum MTBE(1), Current MTBE(1)		

VISTA Address*:	KEYES AUTO REPAIR SERVICE 245 KEYES SAN JOSE, CA 95112	VISTA ID#:	936860
		Distance/Direction:	0.39 MI / W
		Plotted as:	Point

Map ID

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STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SPARTAN GAS STATION 245 KEYES ST SAN JOSE, CA 95112		
Site Name:	SPARTAN GAS STATION		
Site Location:	245 KEYES ST		
Site County:	SAN JOSE CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1370		



* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

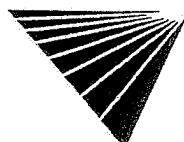
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Local Case ID #:	07S1E16M04
Media Affected	OTHER GROUNDWATER
Lead Agency:	LOCAL AGENCY LEAD
Remediation Status	POLLUTION CHARACTERIZATION
Substance Leaked:	GASOLINE
Abatement Method	ET
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED
Enforcement Type	NONE TAKEN
Funding By	FEDERAL FUNDS
How was Leak Discovered	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	MTBE DETECTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Repsonsible Party:	BLANK RP
Cause of Leak	STRUCTRE FAILURE
Source of Leak	TANK
Longitude:	37.3222466
Latitide:	-121.8734436
Summary	CURRENT MTBE DATE: 12/2/97
Date Preliminary Site Assessment	3/9/90
Workpla	
Date Preliminary Site Assessment Began	8/10/90
Date Pollution Characterization Began	10/17/90
Date Leak was Discovered:	3/30/88
MTBE Date	12/2/97
Reported Date:	3/20/88
Date Leak was Stopped:	3/30/88
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	SPARTAN GAS STATION 245 KEYES ST SAN JOSE, CA 0 43-1370
Case ID #:	43-1370
Site Name:	SPARTAN GAS STATION
Site Address:	245 KEYES ST
Site County:	SAN JOSE, CA SANTA CLARA
Date Entered:	3/30/88
Maximum Soil	38000
Maximum Groundwater	20000
Substance Leaked:	NOT REPORTED



* VISTA address includes enhanced city and ZIP.

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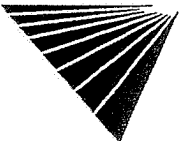
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	POLLUTION CHARACTERIZATION UNDERWAY: THIS PHASE OF WORK INVOLVES THE DEFINITION OF THE BOUNDARIES OF THE CONTAMINATED PLUME. IN ORDER TO BEA 5C THE RESPONSIBLE PARTY MUST BE TAKING STEPS TO FURTHER DEFINE THE LATERAL AND VERTICAL EXTENT OF CONTAMINATION IN THE SOIL AND GROUNDWATER. THIS PHASE IS CHARACTERIZED BY THE INSTALLATION OF ADDITIONAL MONITORING WELLS AND/OR BORINGS, AQUIFER TESTS, SOIL GAS SURVEYS, CONTINUAL GROUNDWATER GRADIENT DETERMINATIONS AND MONITORING, AND AN ASSESSMENT OF ALL IMPACTS ON SURFACE AND GROUNDWATER.
Maximum MTBE	110
Current MTBE	<100
Fields Not Reported by the Source	Current Benzene(1), MTBE Qualifier(1)
Agency for this Site:	

VISTA Address**:	VIKING MATERIALS 1060 S. 5TH ST SAN JOSE, CA 95112	VISTA ID#:	937008
		Distance/Direction:	0.44 MI / W
		Plotted as:	Point
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	VIKING MATERIALS 1060 5TH ST S SAN JOSE, CA 95112		
Site Name:	VIKING MATERIALS		
Site Location:	1060 5TH ST S SAN JOSE CA 95112-		
Site County:	SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1607		
Local Case ID #:	07S1E16M02		
Media Affected	OTHER GROUNDWATER		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	POLLUTION CHARACTERIZATION		
Substance Leaked:	GASOLINE		
Abatement Method	FPGT		
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Enforcement Type	NONE TAKEN		
Funding By	FEDERAL FUNDS		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	MTBE DETECTED		
Program Type	LOCAL OVERSIGHT PROGRAM UST		
Repsonsible Party:	BLANK RP		
Cause of Leak	STRUCTRE FAILURE		
Source of Leak	TANK		
Longitude:	37.3224564		
Latitude:	-121.8742828		

Map ID

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* VISTA address includes enhanced city and ZIP.

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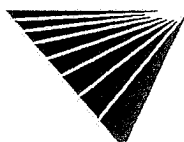
SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Summary	CURRENT MTBE DATE: 9/30/97	
Date Preliminary Site Assessment Began	7/30/85	
Date Pollution Characterization Began	8/1/90	
Date Leak was Discovered:	2/11/85	
MTBE Date	9/30/97	
Reported Date:	1/2/85	
Date Leak was Stopped:	2/11/85	
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (GX)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workpla(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1)	
STATE LUST - State Leaking Underground Storage Tank / SRC# 853		
Agency Address:	VIKING MATERIALS 1060 5TH ST S SAN JOSE, CA 0	Agency ID: 43-1607
Case ID #:	43-1607	
Site Name:	VIKING MATERIALS	
Site Address:	1060 5TH ST S	
Site County:	SAN JOSE, CA SANTA CLARA	
Date Entered:	1/2/85	
Maximum Soil	2196	
Maximum Groundwater	9999999	
Current Benzene	11000	
Substance Leaked:	NOT REPORTED	
Media Affected:	NOT REPORTED	
Discovery Date:	NOT REPORTED	
Site Status:	POLLUTION CHARACTERIZATION UNDERWAY; THIS PHASE OF WORK INVOLVES THE DEFINITION OF THE BOUNDARIES OF THE CONTAMINATED PLUME. IN ORDER TO BEA 5C THE RESPONSIBLE PARTY MUST BE TAKING STEPS TO FURTHER DEFINE THE LATERAL AND VERTICAL EXTENT OF CONTAMINATION IN THE SOIL AND GROUNDWATER. THIS PHASE IS CHARACTERIZED BY THE INSTALLATION OF ADDITIONAL MONITORING WELLS AND/OR BORINGS, AQUIFER TESTS, SOIL GAS SURVEYS, CONTINUAL GROUNDWATER GRADIENT DETERMINATIONS AND MONITORING, AND AN ASSESSMENT OF ALL IMPACTS ON SURFACE AND GROUNDWATER.	
Maximum MTBE	1300	
Current MTBE	100	
Fields Not Reported by the Source Agency for this Site:	MTBE Qualifier(1)	

VISTA Address*:	WOODCHUCKER'S 901 6TH ST S SAN JOSE, CA 95112	VISTA ID#:	6479935
		Distance/Direction:	0.45 MI. / W
		Plotted as:	Point
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	WOODCHUCKER'S		
Site Location:	901 6TH ST S		
Site County:	SAN JOSE CA 95112- SANTA CLARA		

Map ID

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* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

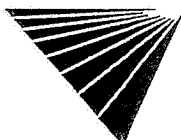
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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

Water Quality Control Board Region:	02
Case ID #:	43-2298
Local Case ID #:	07S1E16E03
Media Affected	OTHER GROUNDWATER
Lead Agency:	LOCAL AGENCY LEAD
Remediation Status	CASE CLOSED
Substance Leaked:	GASOLINE
Abatement Method	NA
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED
Enforcement Type	NONE TAKEN
Funding By	FEDERAL FUNDS
How was Leak Discovered	TANK CLOSURE
How was Leak Stopped:	CLOSE TANK
MTBE Tested	MTBE DETECTED
Program Type	LOCAL OVERSIGHT PROGRAM UST
Responsible Party:	BLANK RP
Cause of Leak	STRUCTURE FAILURE
Source of Leak	TANK
Longitude:	37.324749
Latitude:	-121.875412
Summary	4000 GAL UNKNOWN UST REMOVED IN 1984. MAX SOIL/GW=GASOLINE. CASE CLOSED PER SCVWD - 10/8/98.
Date Case was Closed	10/8/98
Date Leak was Discovered:	3/31/95
MTBE Date	UNKNOWN
Reported Date:	10/25/95
Date Leak was Stopped:	3/31/95
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Media Affected(1), Remediation Status(1), How was Leak Discovered(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Date Leak was Confirmed(1), Date Preliminary Site Assessment Workplan(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date of Enforcement Action(1)
STATE LUST - State Leaking Underground Storage Tank / SRC# 853	
Agency Address:	WOODCHUCKER'S 901 6TH ST S SAN JOSE, CA 0 43-2298
Case ID #:	43-2298
Site Name:	WOODCHUCKER'S
Site Address:	901 6TH ST S SAN JOSE, CA SANTA CLARA
Site County:	SANTA CLARA
Date Entered:	5/30/97
Maximum Soil	220
Maximum Groundwater	19000



* VISTA address includes enhanced city and ZIP.

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SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile) CONT.

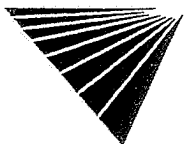
Current Benzene	2
Substance Leaked:	NOT REPORTED
Media Affected:	NOT REPORTED
Discovery Date:	NOT REPORTED
Site Status:	CASE CLOSED: REGIONAL BOARD(AND LOCAL AGENCY WHERE APPROPRIATE) ARE IN CONCURRENCE THAT NO FURTHER ACTION IS NECESSARY AT THE SITE.
Maximum MTBE	3
Current MTBE	ND
Fields Not Reported by the Source Agency for this Site:	MTBE Qualifier(1)

VISTA Address:	MARTIN PARK LANDFILL FORESTDALE AVE SAN JOSE, CA 0	VISTA ID#:	1584880
		Distance/Direction:	0.50 MI / N
		Plotted as:	Point

Map ID

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STATE SWLF - Solid Waste Landfill / SRC# 163		Agency ID:	43-AN-0010
Agency Address:	SAME AS ABOVE		
Site Name:	MARTIN PARK LANDFILL		
Site Address:	FORESTDALE AVE		
Site City:	SAN JOSE		
Site State:	CA		
Site County:	SANTA CLARA		
SWIS No:	43-AN-0010		
Surrounding Land Use	RESIDENTIAL PARK INDUSTRIAL		
Latitude:	37.33333		
Longitude:	-121.86333		
Facility Life:	NOT REPORTED		
Unit No:	01		
Category:	DISPOSAL		
Activity:	SOLID WASTE DISPOSAL SITE		
Regulatory Status:	PRE-REGULATIONS		
Operational Status:	CLOSED		
Inspection Frequency:	QUARTERLY		
Owner Name:	CITY OF SAN JOSE OFC OF ENVIRON MGMT		
Owner Address:	777 N. FIRST STREET, SUITE 450 SAN JOSE, CA 95112		
Owner Phone:	4082775533		
Fields Not Reported by the Source Agency for this Site:	Operator Name(1), Operator Phone(1), Operator Address(1), Operator Address2(1), Operator City(1), Operator State(1), Operator Zip(1), Permit Date(1), Permit Status(1), Waste Type(s)(1), Closure Date(1), Closure Type(1), Throughput(1), Capacity(1), Acreage(1), Disposal Acreage(1), Remaining Capacity(1), Last Tire Inspection Count(1), Last Tire Inspection Count Date(1), Original Tire Count(1), Original Tire Count Date(1)		



* VISTA address includes enhanced city and ZIP.

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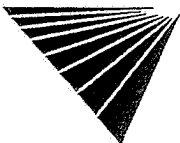
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)

VISTA Address*:	AMERICAN CAN PACKAGING INC 1598 S 1ST ST SAN JOSE, CA 95110	VISTA ID#:	67420504
		Distance/Direction:	0.80 MI / SW
		Plotted as:	Point
RCRA-TSD CORRACTS / SRC# 556		EPA ID:	CAD990768871
Agency Address:	SAME AS ABOVE		
EPA Handler ID:	CAD990768871		
Handler Name:	AMERICAN CAN PACKAGING INC		
Handler Address:	1598 S 1ST ST SAN JOSE, CA 95110		
Land Type:	NOT ON INDIAN LAND, OTHERWISE UNKNOWN		
County:	SANTA CLARA		
Latitude:	3715000		
Longitude:	12150000		
Mailing Address:	1598 S FIRST ST SAN JOSE, CA 95110 -		
Acknowledgement Generated:	19910331		
State District:	2		
Sequence No:	1		
Receipt Date:	19960901		
Source Description:	EPA INSPECTION		
Generator Regulatory Status:	RCRA REGULATED		
Generator Indicator:	SMALL QUANTITY GENERATOR		
Owner/Operator Indicator:	CURRENT OWNER		
Owner/Operator Type:	PRIVATE		
Owner/Operator Name:	AMERICAN PACKAGING		
Phone:	(203) 552-2181		
Address:	AMERICANLN1B9ENVIRONMENTALDEPT GREENWICH CT 06830		
Owner/Operator Indicator:	CURRENT OPERATOR		
Owner/Operator Type:	PRIVATE		
Owner/Operator Name:	AMERICAN CAN PACKAGING		
Phone:	(203) 552-2181		
Address:	AMERICANLN1B9ENVIRONMENTALDEPT CITY NOT REPORTED CT 99999		
SIC Sequence No:	0001		
SIC Primary Indicator:	PRIMARY		
SIC Code Source:	REPORTED BY FACILITY		
SIC Code:	3411		
Sic Code Description:	MANUFACTURING - METAL CANS		
Notification Type:	NOTIFICATION		
Contact Address:	1598 S FIRST ST		

Map ID

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* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: **012320021**

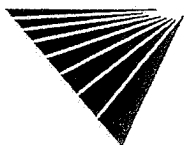
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Contact Phone:	SAN JOSE, CA 95110 - 4082923507
Contact Title:	ENVIRO MANAGER
Contact:	ENVIRONMENTAL MANAGER
Small Quantity Generator:	YES
Subject to Corrective Action:	YES
Permit Progress:	YES
Storage:	YES
Series Sequence No:	500
Series Name:	CLOSURE1
Event Sequence No:	1
Event Date:	19880406
Responsible Agency:	STATE
Event Code:	CL310
Event Description:	PLAN RECEIVED - CLOSURE
Event Sequence No:	2
Event Date:	19950823
Responsible Agency:	STATE
Event Code:	CL310
Event Description:	PLAN RECEIVED - CLOSURE
Event Sequence No:	1
Event Date:	19920715
Responsible Agency:	STATE
Event Code:	CL330
Event Description:	REVISIONS RECEIVED - CLOSURE
Event Sequence No:	2
Event Date:	19951128
Responsible Agency:	STATE
Event Code:	CL330
Event Description:	REVISIONS RECEIVED - CLOSURE
Event Sequence No:	1
Event Date:	19960307
Responsible Agency:	STATE
Event Code:	CL360ME
Event Description:	PLAN APPROVED - CLOSURE-FINAL CLOSURE
Event Sequence No:	1
Event Date:	19960724
Responsible Agency:	STATE
Event Code:	CL380CA
Event Description:	CLOSURE VERIFICATION
Unit Sequence No:	1
Unit Name:	CONTAIN1
Detail Sequence No:	1
Effective Date:	19541128



* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

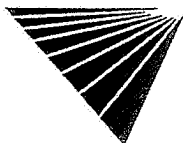
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIIN
Legal Operating Status Description:	PERMITTED - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	2
Effective Date:	19810306
Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	NO
Corrective Action Workload:	NO
Legal Operating Status Code:	JSCR
Legal Operating Status Description:	INTERIM STATUS - CONDUCTING ACTIVITIES NOT REQUIRING A PERMIT
Detail Sequence No:	3
Effective Date:	19880406
Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

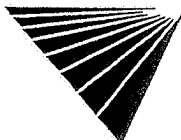
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Post Closure Workload:	NO
Subject To Corrective-action:	NO
Corrective Action Workload:	NO
Legal Operating Status Code:	ISCR
Legal Operating Status Description:	INTERIM STATUS - CONDUCTING ACTIVITIES NOT REQUIRING A PERMIT
Detail Sequence No:	4
Effective Date:	19950823
Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	NO
Corrective Action Workload:	NO
Legal Operating Status Code:	ISCR
Legal Operating Status Description:	INTERIM STATUS - CONDUCTING ACTIVITIES NOT REQUIRING A PERMIT
Detail Sequence No:	5
Effective Date:	19960724
Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIIN
Legal Operating Status Description:	PERMITTED - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	6
Effective Date:	19971124
Capacity:	5500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

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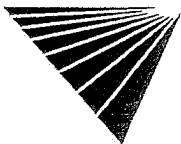
SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	NO
Legal Operating Status Code:	PICC
Legal Operating Status Description:	PERMITTED - CLEAN CLOSED
Evaluation Date:	19851209
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Fields Not Reported by the Source	(1)
Agency for this Site:	

VISTA Address:	JENNINGS, A DIV OF FL IND INC 970 MCLAUGHLIN AVE SAN JOSE, CA 95122	VISTA ID#:	216654
		Distance/Direction:	0.83 MI / NE
		Plotted as:	Point

Map ID:
14

RCRA-TSD CORRACTS / SRC# 556		EPA ID:	CAD001216548
Agency Address:	SAME AS ABOVE		
EPA Handler ID:	CAD001216548		
Handler Name:	JENNINGS, A DIV OF FL IND INC		
Handler Address:	970 MCLAUGHLIN AVE SAN JOSE, CA 95122		
Land Type:	NOT ON INDIAN LAND, OTHERWISE UNKNOWN		
County:	SANTA CLARA		
Latitude:	3720092		
Longitude:	12151208		
Mailing Address:	970 MCLAUGHLIN AVE SAN JOSE, CA 95122 - 19910331		
Acknowledgement Generated:	2		
Sequence No:	1		
Receipt Date:	19960901		
Source Description:	EPA INSPECTION		
Generator Regulatory Status:	RCRA REGULATED		
Generator Indicator:	LARGE QUANTITY GENERATOR		
Owner/Operator Indicator:	CURRENT OWNER		
Owner/Operator Type:	PRIVATE		
Owner/Operator Name:	JENNINGS A DIV OF FL INDUSTRIES		
Phone:	(408) 292-4025		
Address:	970 MCLAUGHLIN AVE		



* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

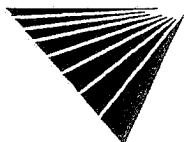
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT

	SAN JOSE CA 95122 2611
Owner/Operator Indicator:	CURRENT OPERATOR
Owner/Operator Type:	PRIVATE
Owner/Operator Name:	ITT JENNINGS
Phone:	(408) 292-4025
Address:	970 MCLAUGHLIN AVE CITY NOT REPORTED CA 99999
SIC Sequence No:	0001
SIC Primary Indicator:	PRIMARY
SIC Code Source:	REPORTED BY FACILITY
SIC Code:	3675
Sic Code Description:	MANUFACTURING - ELECTRONIC CAPACITORS
SIC Sequence No:	0002
SIC Primary Indicator:	SECONDARY
SIC Code Source:	REPORTED BY FACILITY
SIC Code:	3699
Sic Code Description:	MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,
SIC Sequence No:	0003
SIC Primary Indicator:	SECONDARY
SIC Code Source:	REPORTED BY FACILITY
SIC Code:	3699
Sic Code Description:	MANUFACTURING - ELECTRICAL EQUIPMENT AND SUPPLIES,
Notification Type:	NOTIFICATION
Contact Address:	970 MCLAUGHLIN AVE SAN JOSE, CA 95122 - 4082924025
Contact Phone:	4082924025
Contact Title:	ENVIRO MANAGER
Contact:	ENVIRONMENTAL MANAGER
Subject to Corrective Action:	YES
Large Quantity Generator:	YES
Permit Progress:	YES
Storage:	YES
Area Sequence No:	1
Area Name:	ENTIRE FACILITY
Facility Wide:	YES
Regulated Unit:	NOT REPORTED
Event Sequence No:	1
Responsible Agency:	EPA
Event Date:	19910228
Correct Event Description:	CA PRIORITIZATION-LOW CA PRIORITY
Series Sequence No:	500
Series Name:	CLOSURE1



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Report ID: 012320021

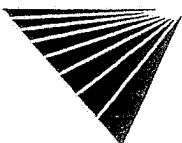
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Event Sequence No:	1
Event Date:	19890501
Responsible Agency:	JOINT
Event Code:	CL310
Event Description:	PLAN RECEIVED - CLOSURE
Event Sequence No:	2
Event Date:	19890501
Responsible Agency:	STATE
Event Code:	CL310
Event Description:	PLAN RECEIVED - CLOSURE
Event Sequence No:	1
Event Date:	19950101
Responsible Agency:	STATE
Event Code:	CL360ME
Event Description:	PLAN APPROVED - CLOSURE-FINAL CLOSURE
Event Sequence No:	1
Event Date:	19950101
Responsible Agency:	STATE
Event Code:	CL370YE
Event Description:	RECEIVE CLOSURE CERTIFICATION-ACCORDING TO PLAN
Event Sequence No:	1
Event Date:	19950101
Responsible Agency:	STATE
Event Code:	CL380CA
Event Description:	CLOSURE VERIFICATION
Series Sequence No:	501
Series Name:	PERMIT1
Event Sequence No:	1
Event Date:	19801119
Responsible Agency:	EPA
Event Code:	OP001IS
Event Description:	PART A RECEIVED-INITIAL SUBMITTAL
Event Sequence No:	1
Event Date:	19911119
Responsible Agency:	EPA
Event Code:	OP002VE
Event Description:	PART A DETERMINATION-VERIFIED BY INSPECTION TO EXIST
Event Sequence No:	1
Event Date:	19810227
Responsible Agency:	STATE
Event Code:	OP010
Event Description:	PART B CALL-IN
Unit Sequence No:	1
Unit Name:	CONTAIN1
Detail Sequence No:	1



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Report ID: 012320021

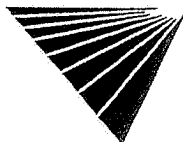
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Effective Date:	19801119
Capacity:	1900 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISOP
Legal Operating Status Description:	INTERIM STATUS - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19830127
Capacity:	1900 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISIN
Legal Operating Status Description:	INTERIM STATUS - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	3
Effective Date:	19890501
Capacity:	1900 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO



* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

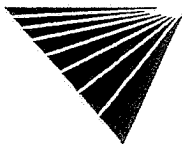
Version 2.7

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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISIN
Legal Operating Status Description:	INTERIM STATUS - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	4
Effective Date:	19950101
Capacity:	1900 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	NO
Legal Operating Status Code:	ISCC
Legal Operating Status Description:	INTERIM STATUS - CLEAN CLOSED
Unit Sequence No:	2
Unit Name:	TANKSTR1
Detail Sequence No:	1
Effective Date:	19801119
Capacity:	500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISOP
Legal Operating Status Description:	INTERIM STATUS - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19830127



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Report ID: 012320021

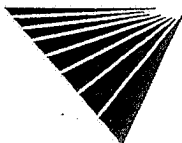
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Capacity:	500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISIN
Legal Operating Status Description:	INTERIM STATUS - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	3
Effective Date:	19890501
Capacity:	500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	YES
Post Closure Workload:	YES
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISIN
Legal Operating Status Description:	INTERIM STATUS - INACTIVE/CLOSING, BUT NOT YET RCRA CLOSED
Detail Sequence No:	4
Effective Date:	19950101
Capacity:	500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	NO
Permit Progress:	YES
Permit Workload:	NO
Closure Workload:	NO



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Report ID: 012320021

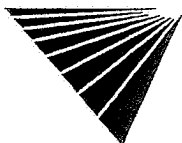
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	NO
Legal Operating Status Code:	ISCC
Legal Operating Status Description:	INTERIM STATUS - CLEAN CLOSED
Evaluation Date:	19870803
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19880628
Evaluation Type:	OTH - OTHER EVALUATION
Lead Agency:	STATE
Evaluation Date:	19900119
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19931021
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE CONTRACTOR
Evaluation Date:	19900125
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19890628
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19880601
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19880316
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19880628
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Enforcement Sequence No:	001
Enforcement Date:	19900423
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19880603
Lead Agency:	STATE
Enforcement Type:	210 - INITIAL 3008(A) COMPLIANCE ORDER
Enforcement Sequence No:	001
Enforcement Date:	19870817
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001



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Report ID: 012320021

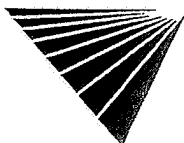
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Enforcement Date:	19880516
Lead Agency:	STATE
Enforcement Type:	210 - INITIAL 3008(A) COMPLIANCE ORDER
Enforcement Sequence No:	001
Enforcement Date:	19881130
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19900122
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19890620
Lead Agency:	STATE
Enforcement Type:	310 - FINAL 3008(A) COMPLIANCE ORDER
Source:	PENALTY
Type:	PA - PROPOSED MONITARY PENALTY
Violation Sequence No:	0001
Determining Agency:	STATE CONTRACTOR
Responsible Agency:	STATE CONTRACTOR
Determined Date:	19931021
Compliance Date:	19931129
Area Of Violation:	GGR - GENERATOR-GENERAL REQUIREMENTS
Violation Sequence No:	0002
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900125
Compliance Date:	19900605
Area Of Violation:	DOR - TSD-OTHER REQUIREMENTS
Violation Sequence No:	0003
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900119
Compliance Date:	19900320
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Violation Sequence No:	0004
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19890628
Compliance Date:	19900320
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Violation Sequence No:	0005
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880628



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Report ID: 012320021

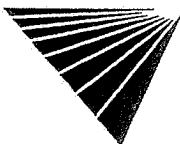
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Compliance Date:	19900320
Area Of Violation:	DOR - TSD-OTHER REQUIREMENTS
Violation Sequence No:	0006
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880628
Compliance Date:	19900320
Area Of Violation:	DCL - TSD-CLOSURE/POST-CLOSURE REQUIREMENTS
Violation Sequence No:	0007
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880628
Compliance Date:	19900320
Area Of Violation:	DLB - TSD-LAND BAN REQUIREMENTS
Violation Sequence No:	0008
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880628
Compliance Date:	19900320
Area Of Violation:	GLB - GENERATOR-LAND BAN REQUIREMENTS
Violation Sequence No:	0009
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880601
Compliance Date:	19900320
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Violation Sequence No:	0010
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19880316
Compliance Date:	19900320
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Violation Sequence No:	0011
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19870803
Compliance Date:	19900320
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Fields Not Reported by the Source	(1), Citation(2)
Agency for this Site:	



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Report ID: 012320021

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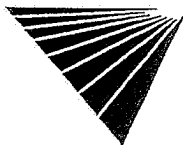
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

VISTA Address*:	MICRO METALLICS CORP 1695 MONTEREY HIGHWAY SAN JOSE, CA 95112	VISTA ID#:	3146351
		Distance/Direction:	0.93 MI / S
		Plotted as:	Point
RCRA-TSD CORRACTS / SRC# 556		EPA ID:	CAD069124717
Agency Address:	MICRO METALLICS CORP 1695 MONTEREY HWY SAN JOSE, CA 95112		
EPA Handler ID:	CAD069124717		
Handler Name:	MICRO METALLICS CORP		
Handler Address:	1695 MONTEREY HWY SAN JOSE, CA 95112		
Land Type:	NOT ON INDIAN LAND, OTHERWISE UNKNOWN		
County:	SANTA CLARA		
Latitude:	NOT REPORTED		
Longitude:	NOT REPORTED		
Mailing Address:	1695 MONTEREY HIGHWAY SAN JOSE, CA 95112 -		
Acknowledgement Generated:	19910331		
State District:	2		
Sequence No:	1		
Receipt Date:	19960901		
Source Description:	EPA INSPECTION		
Generator Regulatory Status:	RCRA REGULATED		
Generator Indicator:	LARGE QUANTITY GENERATOR		
Owner/Operator Indicator:	CURRENT OWNER		
Owner/Operator Type:	PRIVATE		
Owner/Operator Name:	MICRO METALLICS		
Phone:	(415) 555-1212		
Address:	NOT REQUIRED ME 99999		
Owner/Operator Indicator:	CURRENT OPERATOR		
Owner/Operator Type:	PRIVATE		
Owner/Operator Name:	NOT REQUIRED		
Phone:	(415) 555-1212		
Address:	NOT REQUIRED NOT REQUIRED ME 99999		
SIC Sequence No:	0001		
SIC Primary Indicator:	PRIMARY		
SIC Code Source:	REPORTED BY FACILITY		
SIC Code:	3341		
Sic Code Description:	MANUFACTURING - SECONDARY NONFERROUS METALS		
SIC Sequence No:	0002		
SIC Primary Indicator:	SECONDARY		

Map ID

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* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

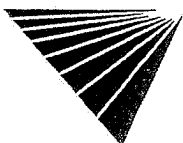
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

SIC Code Source:	REPORTED BY FACILITY
SIC Code:	5093
Sic Code Description:	WHOLESALE TRADE - SCRAP AND WASTE MATERIALS
Notification Type:	NOTIFICATION
Contact Address:	1695 MONTEREY HIGHWAY SAN JOSE, CA 95112 - 4089984930
Contact Phone:	4089984930
Contact Title:	ENVIRO MANAGER
Contact:	ENVIRONMENTAL MANAGER
Large Quantity Generator:	YES
Subject to Inspection:	YES
Subject to Corrective Action:	YES
Permit Workload:	YES
Permit Progress:	YES
Corrective Action Workload:	YES
Storage:	YES
Treatment:	YES
Area Sequence No:	1
Area Name:	CONCRETE TANKS
Facility Wide:	NO
Regulated Unit:	NOT REPORTED
Area Sequence No:	2
Area Name:	ENTIRE FACILITY
Facility Wide:	YES
Regulated Unit:	NOT REPORTED
Area Sequence No:	3
Area Name:	INACTIVE DRUM STORAGE AREA
Facility Wide:	NO
Regulated Unit:	NOT REPORTED
Responsible Agency:	EPA
Authority Type:	OPERATING PERMIT
Responsible Agency:	EPA
Authority Type:	OPERATING PERMIT
Repository:	NOT APPLICABLE
Event Sequence No:	1
Responsible Agency:	EPA
Event Date:	19970515
Correct Event Description:	CA PRIORITIZATION-MEDIUM CAPRIORITY
Event Sequence No:	1
Responsible Agency:	EPA
Event Date:	19950101
Correct Event Description:	RFI IMPOSITION
Event Sequence No:	1
Responsible Agency:	STATE



* VISTA address includes enhanced city and ZIP.

For more information call VISTAinfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

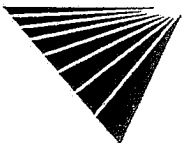
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Event Date:	19950517
Correct Event Description:	RFI WORKPLAN APPROVED
Event Sequence No:	1
Responsible Agency:	STATE
Event Date:	19960614
Correct Event Description:	RFI APPROVED
Event Sequence No:	1
Responsible Agency:	STATE
Event Date:	19960614
Correct Event Description:	DATE FOR REMEDY SELECTION (CM IMPOSED)
Event Sequence No:	2
Responsible Agency:	STATE
Event Date:	19960628
Correct Event Description:	DATE FOR REMEDY SELECTION (CM IMPOSED)
Event Sequence No:	1
Responsible Agency:	STATE
Event Date:	19981008
Correct Event Description:	CA PROCESS IS TERMINATED-NO FURTHER ACTION
Series Sequence No:	500
Series Name:	PERMIT1
Event Sequence No:	1
Event Date:	19940926
Responsible Agency:	STATE
Event Code:	OP200PJ
Event Description:	FINAL DETERMINATION-RCRA PERMIT ISSUED WITH HSWA CA SCHED.
Unit Sequence No:	1
Unit Name:	CONTAIN1
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	1760 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2



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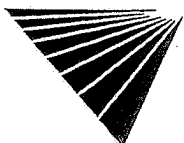
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Effective Date:	19971223
Capacity:	1760 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Unit Sequence No:	2
Unit Name:	CONTAIN2
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	1540 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	1540 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES



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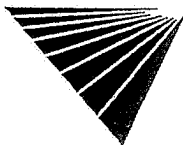
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Unit Sequence No:	3
Unit Name:	CONTAIN3
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	21120 GALLONS.
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	21120 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	CONTAINER
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE



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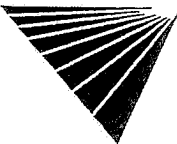
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Unit Sequence No:	4
Unit Name:	OTHRTRT1
Detail Sequence No:	1
Effective Date:	19910603
Capacity:	1 GALLONS PER DAY
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	ISOP
Legal Operating Status Description:	INTERIM STATUS - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19940926
Capacity:	75 POUNDS PER HOUR
Total Units within Process Unit Group:	2
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	3
Effective Date:	19971223
Capacity:	75 POUNDS PER HOUR
Total Units within Process Unit Group:	2
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO



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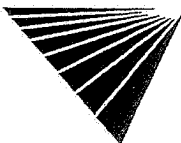
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Unit Sequence No:	5
Unit Name:	OTHRTRT2
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	108 SHORT TONS PER DAY
Total Units within Process Unit Group:	4
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	108 SHORT TONS PER DAY
Total Units within Process Unit Group:	4
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP



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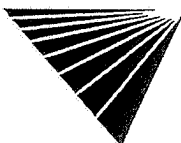
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Unit Sequence No:	6
Unit Name:	OTHRTRT3
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	4.2 SHORT TONS PER DAY
Total Units within Process Unit Group:	2
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strategic But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	4.2 SHORT TONS PER DAY
Total Units within Process Unit Group:	2
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strategic But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Unit Sequence No:	7
Unit Name:	OTHRTRT4
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	12 SHORT TONS PER DAY
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN



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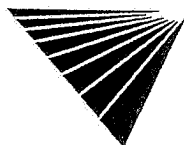
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	12 SHORT TONS PER DAY
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	OTHER TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Unit Sequence No:	8
Unit Name:	TANKSTR1
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	3428 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO



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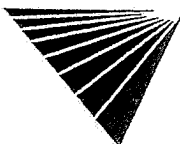
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	3428 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Unit Sequence No:	9
Unit Name:	TANKSTR2
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	3915 GALLONS
Total Units within Process Unit Group:	2
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	3915 GALLONS
Total Units within Process Unit Group:	2



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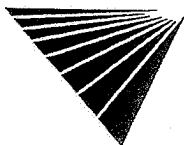
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Unit Sequence No:	10
Unit Name:	TANKSTR3
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	2500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	2500 GALLONS
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	STORAGE
Process Code Description:	TANK STORAGE
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO



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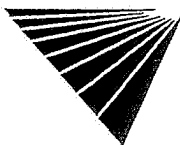
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Unit Sequence No:	11
Unit Name:	TANKTRT1
Detail Sequence No:	1
Effective Date:	19941101
Capacity:	2030 GALLONS PER DAY
Total Units within Process Unit Group:	8
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	TANK TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	2030 GALLONS PER DAY
Total Units within Process Unit Group:	8
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	TANK TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATEDWASTE
Unit Sequence No:	12
Unit Name:	TANKTRT2
Detail Sequence No:	1



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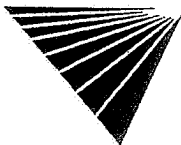
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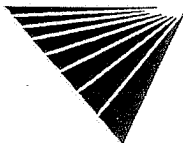
SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Effective Date:	19941101
Capacity:	344 GALLONS PER DAY
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	TANK TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Detail Sequence No:	2
Effective Date:	19971223
Capacity:	344 GALLONS PER DAY
Total Units within Process Unit Group:	1
Capacity Type:	DESIGN
Process Code Type:	TREATMENT
Process Code Description:	TANK TREATMENT
Strange But True Flag:	NO
Subject To Inspection:	YES
Permit Progress:	YES
Permit Workload:	YES
Closure Workload:	NO
Post Closure Workload:	NO
Subject To Corrective-action:	YES
Corrective Action Workload:	YES
Legal Operating Status Code:	PIOP
Legal Operating Status Description:	PERMITTED - OPERATING, ACTIVELY MANAGING RCRA-REGULATED WASTE
Evaluation Date:	19840321
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19960404
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19940124
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19990727
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE



SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Lead Agency:	STATE
Evaluation Date:	19990114
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19971119
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19851105
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19871008
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19891129
Evaluation Type:	CEI - COMPLIANCE EVALUATION INSPECTION ON-SITE
Lead Agency:	STATE
Evaluation Date:	19930218
Evaluation Type:	OTH - OTHER EVALUATION
Lead Agency:	EPA PERSONNEL
Evaluation Date:	19860714
Evaluation Type:	FRR - FINANCIAL RECORD REVIEW
Lead Agency:	STATE
Evaluation Date:	19840726
Evaluation Type:	CSE - COMPLIANCE SCHEDULE EVALUATION
Lead Agency:	STATE
Enforcement Sequence No:	001
Enforcement Date:	19960508
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19900123
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19870210
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19871224
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19860315
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL



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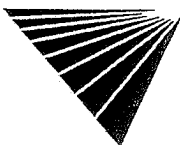
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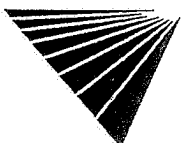
SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Enforcement Sequence No:	001
Enforcement Date:	19921124
Lead Agency:	STATE
Enforcement Type:	310 - FINAL 3008(A) COMPLIANCE ORDER
Enforcement Sequence No:	001
Enforcement Date:	19940311
Lead Agency:	STATE
Enforcement Type:	120 - WRITTEN INFORMAL
Enforcement Sequence No:	001
Enforcement Date:	19921130
Lead Agency:	STATE
Enforcement Type:	610 - FINAL CONSENT DECREES
Source:	PENALTY
Type:	PA - PROPOSED MONITARY PENALTY
Violation Sequence No:	0001
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19990114
Compliance Date:	19990223
Area Of Violation:	DGS - TSD-GENERAL STANDARDS
Violation Sequence No:	0002
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19960405
Area Of Violation:	DGS - TSD-GENERAL STANDARDS
Violation Sequence No:	0003
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19960405
Area Of Violation:	DOR - TSD-OTHER REQUIREMENTS
Violation Sequence No:	0004
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19940311
Area Of Violation:	DMR - TSD-MANIFEST REQUIREMENTS
Violation Sequence No:	0005
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19940311
Area Of Violation:	DFR - TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS
Violation Sequence No:	0006
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19940311
Area Of Violation:	DLB - TSD-LAND BAN REQUIREMENTS



SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Violation Sequence No:	0007
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19940311
Area Of Violation:	DMC - TSD-CONTAINERS REQUIREMENTS
Violation Sequence No:	0008
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19940311
Area Of Violation:	DGS - TSD-GENERAL STANDARDS
Violation Sequence No:	0009
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	DCL - TSD-CLOSURE/POST-CLOSURE REQUIREMENTS
Violation Sequence No:	0010
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	DLB - TSD-LAND BAN REQUIREMENTS
Violation Sequence No:	0011
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	DGS - TSD-GENERAL STANDARDS
Violation Sequence No:	0012
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	GLB - GENERATOR-LAND BAN REQUIREMENTS
Violation Sequence No:	0013
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	GGR - GENERATOR-GENERAL REQUIREMENTS
Violation Sequence No:	0014
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226



* VISTA address includes enhanced city and ZIP.

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Report ID: 012320021

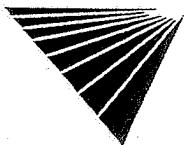
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Area Of Violation:	<i>DTR - TSD-TANKS REQUIREMENTS</i>
Violation Sequence No:	0015
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>DMC - TSD-CONTAINERS REQUIREMENTS</i>
Violation Sequence No:	0016
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>DMR - TSD-MANIFEST REQUIREMENTS</i>
Violation Sequence No:	0017
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>DCP - TSD-CONTINGENCY PLAN REQUIREMENTS</i>
Violation Sequence No:	0018
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>DPP - TSD-PREPAREDNESS/PREVENTION REQUIREMENTS</i>
Violation Sequence No:	0019
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>GPT - GENERATOR-PRE-TRANSPORT REQUIREMENTS</i>
Violation Sequence No:	0020
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19900110
Compliance Date:	19930226
Area Of Violation:	<i>DOR - TSD-OTHER REQUIREMENTS</i>
Violation Sequence No:	0021
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	<i>DMC - TSD-CONTAINERS REQUIREMENTS</i>
Violation Sequence No:	0022
Determining Agency:	STATE



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Report ID: 012320021

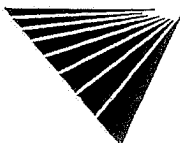
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	DMR - TSD-MANIFEST REQUIREMENTS
Violation Sequence No:	0023
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	DPP - TSD-PREPAREDNESS/PREVENTION REQUIREMENTS
Violation Sequence No:	0024
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	DGS - TSD-GENERAL STANDARDS
Violation Sequence No:	0025
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	GPT - GENERATOR-PRE-TRANSPORT REQUIREMENTS
Violation Sequence No:	0026
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	DPB - TSD-PART B APPLICATION
Violation Sequence No:	0027
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19871214
Compliance Date:	19930226
Area Of Violation:	DOR - TSD-OTHER REQUIREMENTS
Violation Sequence No:	0028
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19860714
Compliance Date:	19870630
Area Of Violation:	GGR - GENERATOR-GENERAL REQUIREMENTS
Violation Sequence No:	0029
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19851105
Compliance Date:	19870630



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Report ID: 012320021

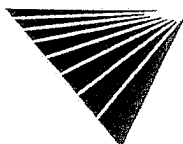
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SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile) CONT.

Area Of Violation:	GGR - GENERATOR-GENERAL REQUIREMENTS
Violation Sequence No:	0030
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19851105
Compliance Date:	19870630
Area Of Violation:	FEA - FORMAL ENFORCEMENT AGREEMENT
Violation Sequence No:	0031
Determining Agency:	STATE
Responsible Agency:	STATE
Determined Date:	19840321
Compliance Date:	19851105
Area Of Violation:	GGR - GENERATOR-GENERAL REQUIREMENTS
Fields Not Reported by the Source Agency for this Site:	(1), Revocation Date(1), Repository(1), Citation(6), Compliance Date(3)



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Report ID: 012320021

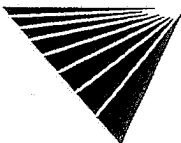
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UNMAPPED SITES

VISTA Address*:	MCDONALD'S PROPERTY UNKNOWN SANTA CLARA ST E SAN JOSE, CA 95116	VISTA ID#:	12640254
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	MCDONALD'S PROPERTY		
Site Location:	UNKNOWN SANTA CLARA ST E SAN JOSE CA 95116- SANTA CLARA		
Site County:			
Water Quality Control Board Region:	02		
Case ID #:	43-2058		
Local Case ID #:	0751E04Q01		
Media Affected	SOIL ONLY		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	CASE CLOSED		
Substance Leaked:	GASOLINE		
Abatement Method	ED		
	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED		
Enforcement Type	NONE TAKEN		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	SITE NOT TESTED FOR MTBE		
Program Type	LOCAL OVERSIGHT PROGRAM UST		
Responsible Party:	BLANK RP		
Cause of Leak	CORROSION		
Source of Leak	TANK		
Longitude:	37.3486404		
Latitude:	-121.8649216		
Summary	ARCHIVED 5/17/96 CONTROL NO120-072 SRC 0904722		
Date Case was Closed	6/29/95		
Date Leak was Discovered:	5/30/95		
Reported Date:	6/2/95		
Date Leak was Stopped:	6/2/95		
Fields Not Reported by the Source	Cross Street(1), Remediation Status(1), Funding By(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Date Leak was Confirmed(1)		
Agency for this Site:			



* VISTA address includes enhanced city and ZIP.

For more information call VISTAInfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

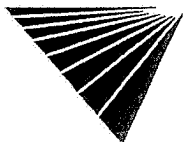
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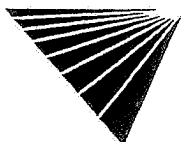
UNMAAPPED SITES CONT.

VISTA Address*:	ALMADEN AIR FORCE STATION UNKNOWN MT UMUNHUM SAN JOSE, CA 95112	VISTA ID#:	12640236
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	ALMADEN AIR FORCE STATION UNKNOWN MT UMUNHUM ALVISO, CA 95112		
Site Name:	ALMADEN AIR FORCE STATION		
Site Location:	UNKNOWN MT UMUNHUM		
Site County:	ALVISO CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-2098		
Local Case ID #:	43-2098		
Media Affected	SOIL ONLY		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	LEAK BEING CONFIRMED		
Substance Leaked:	DIESEL		
Enforcement Type	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREATGW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED NONE TAKEN		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	NOT REQUIRED TO BE TESTED		
Program Type	LOCAL OVERSIGHT PROGRAM UST		
Repsonsible Party:	BLANK RP		
Cause of Leak	UNKNOWN		
Source of Leak	UNKNOWN		
Longitude:	37.2930412		
Latitude:	-121.932373		
Summary	SOME AOVEGROUND TANKS - TOTAL 6 TANKS		
Date Leak was Confirmed	3/19/96		
Date Leak was Discovered:	8/21/95		
Reported Date:	11/22/95		
Date Leak was Stopped:	9/5/95		
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), Abatement Method(1), Funding By(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Source of Leak(1), Date Preliminary Site Assessment Workpla(1), Date Preliminary Site Assessment Began(1), Date Pollution Characterization Began(1), Date Remediation Plan Submitted(1), Date Remedial Action Underway(1), Date Post Remedial Action Monitoring Beg(1), Date Case was Closed(1), Date of Enforcement Action(1), MTBE Date(1)		



UNMAPPED SITES CONT.

VISTA Address*:	CAL DOT UNKNOWN HWY 101 10TH ST SAN JOSE, CA 95112	VISTA ID#:	64675575
STATE LUST - State Leaking Underground Storage Tank / SRC# 164		EPA/Agency ID:	N/A
Agency Address:	SAME AS ABOVE		
Site Name:	CAL DOT		
Site Location:	UNKNOWN HWY 101 10TH ST		
Site County:	SAN JOSE CA 95112- SANTA CLARA		
Water Quality Control Board Region:	02		
Case ID #:	43-1880		
Local Case ID #:	43-1880		
Media Affected	UNDEFINED		
Lead Agency:	LOCAL AGENCY LEAD		
Remediation Status	LEAK BEING CONFIRMED		
Substance Leaked:	MISC. MOTOR VEHICLE FUELS		
Abatement Method	NT		
Enforcement Type	CODE LOOKUP: CD-CAP SITE/CB-CONTAINMENT BARRIER/ED-EXCAVATE AND DISPOSE/ET-EXCAVATE AND TREAT/FP-REMOVE FREE PRODUCT/GT-PUMP AND TREAT/GW/RS-REPLACE SUPPLY/HU-TREATMENT AT HOOKUP/VS-VENT SOIL/VE-VACUUM EXTRACT/AS-AIR SPARGING/IT-ENHANCED BIODEGRADATION/OT-OTHER/NT-NO ACTION TAKEN/UK-UNKNOWN/NA-NO ACTION REQUIRED NONE TAKEN		
Funding By	FEDERAL FUNDS		
How was Leak Discovered	TANK CLOSURE		
How was Leak Stopped:	CLOSE TANK		
MTBE Tested	NOT REQUIRED TO BE TESTED		
Program Type	LOCAL OVERSIGHT PROGRAM UST		
Responsible Party:	BLANK RP		
Cause of Leak	UNKNOWN		
Source of Leak	UNKNOWN		
Longitude:	37.3428252		
Latitude:	-121.8846783		
Summary	MADE NCY 10/96 BY LOH-NO INFO HERE OR AT SCVWDI		
Date Leak was Confirmed	1/31/96		
Date Leak was Discovered:	3/31/94		
Reported Date:	3/31/94		
Date Leak was Stopped:	3/31/94		
Fields Not Reported by the Source Agency for this Site:	Cross Street(1), How was Leak Discovered(1), MTBE Tested(1), Program Type(1), Substance Quantity Leaked (G)(1), Cause of Leak(1), Source of Leak(1), Date Preliminary Site Assessment Workpla(1)		



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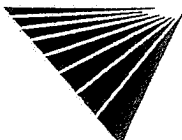
Date of Report: January 23, 2002

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UNMAPPED SITES CONT.

VISTA Address*:	SAN FELIPE ROAD IDS 2 MILE STRETCH OF SAN FELIPE RD SAN JOSE, CA 0	VISTA ID#:	67139280
STATE SWLF - Solid Waste Landfill / SRC# 163		Agency ID:	43-CR-0011
Agency Address:	SAME AS ABOVE		
Site Name:	SAN FELIPE ROAD IDS		
Site Address:	2 MILE STRETCH OF SAN FELIPE RD		
Site City:	SAN JOSE		
Site State:	CA		
Site County:	SANTA CLARA		
SWIS No:	43-CR-0011		
Latitude:	37.28778		
Longitude:	-121.76389		
Facility Life:	NOT REPORTED		
Unit No:	01		
Category:	DISPOSAL		
Activity:	SOLID WASTE DISPOSAL SITE		
Regulatory Status:	UNPERMITTED		
Operational Status:	CLEAN CLOSED		
Inspection Frequency:	NONE		
Throughput	0		
Capacity	0		
Acreage	0		
Disposal Acreage	0		
Remaining Capacity	0		
Last Tire Inspection Count	0		
Original Tire Count	0		
Fields Not Reported by the Source	Surrounding Land Use(1), Operator Name(1), Operator Phone(1), Operator Address(1), Operator Address2(1), Operator City(1), Operator State(1), Operator Zip(1), Permit Date(1), Permit Status(1), Waste Type(s)(1), Closure Date(1), Closure Type(1), Last Tire Inspection Count Date(1), Original Tire Count Date(1)		
Agency for this Site:			

VISTA Address*:	HELLYER PARK LANDFILL PALISADE DR BETWEEN HELLYER AND FARIS SAN JOSE, CA 0	VISTA ID#:	67626024
STATE SWLF - Solid Waste Landfill / SRC# 163		Agency ID:	43-AN-0011
Agency Address:	SAME AS ABOVE		
Site Name:	HELLYER PARK LANDFILL		
Site Address:	PALISADE DR BETWEEN HELLYER AND FARIS		
Site City:	SAN JOSE		
Site State:	CA		
Site County:	SANTA CLARA		
SWIS No:	43-AN-0011		
Surrounding Land Use	RESIDENTIAL RECREATIONAL - NONIRRIGATED, PARK		
Latitude:	37.28667		
Longitude:	-121.815		



* VISTA address includes enhanced city and ZIP.

For more information call VISTAInfo at 1 - 800 - 767 - 0403.

Report ID: 012320021

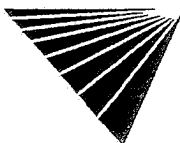
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UNMAPPED SITES CONT.

Facility Life:	NOT REPORTED
Unit No:	01
Category:	DISPOSAL
Activity:	SOLID WASTE DISPOSAL SITE
Regulatory Status:	PRE-REGULATIONS
Operational Status:	CLOSED
Inspection Frequency:	QUARTERLY
Owner Name:	COUNTY OF SANTA CLARA PARKS REC DEPT
Owner Address:	298 GARDEN HILL DRIVE LOS GATOS, CA 95030
Owner Phone:	4083583741
Fields Not Reported by the Source:	Operator Name(1), Operator Phone(1), Operator Address(1), Operator Address2(1), Operator City(1), Operator State(1), Operator Zip(1), Permit Date(1), Permit Status(1), Waste Type(s)(1), Closure Date(1), Closure Type(1), Throughput(1), Capacity(1), Acreage(1), Disposal Acreage(1), Remaining Capacity(1), Last Tire Inspection Count(1), Last Tire Inspection Count Date(1), Original Tire Count(1), Original Tire Count Date(1)
Agency for this Site:	



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SITE ASSESSMENT REPORT

DESCRIPTION OF DATABASES SEARCHED

A) DATABASES SEARCHED TO 1 MILE

NPL
SRC#: 19

VISTA conducts a database search to identify all sites within 1 mile of your property.
The agency release date for National Priorities List was October, 2001.

The NPL Report is the US EPA's registry of the nation's worst uncontrolled or abandoned hazardous waste sites. NPL sites are targeted for possible long-term remedial action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980.

SPL
SRC#: 113

VISTA conducts a database search to identify all sites within 1 mile of your property.
The agency release date for CalSites Database was October, 2000.

This database is provided by the Cal. Environmental Protection Agency, Dept. of Toxic Substances Control. The agency may be contacted at: 916-323-3400.

CORRACTS
SRC#: 14

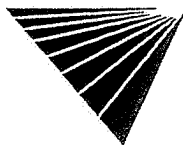
VISTA conducts a database search to identify all sites within 1 mile of your property.
The agency release date for RCRIS Corrective Action Sites was August, 2001.

The CORRACTS database contains information concerning RCRA facilities that have conducted, or are currently conducting a corrective action. A Corrective Action Order is issued pursuant to RCRA Section 3008 (h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may also be imposed as a requirement of receiving and maintaining a TSD permit.

RCRIS-TSDC
SRC#: 556

VISTA conducts a database search to identify all sites within 1 mile of your property.
The agency release date for RCRIS TSDs Subject to Corrective Action was August, 2001.

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities which report generation, storage, transportation, treatment or disposal of hazardous waste. RCRA TSDCs are treatment, storage and/or disposal facilities that are subject to corrective action under RCRA.



For more information call VISTInfo at 1 - 800 - 767 - 0403.

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B) DATABASES SEARCHED TO 1/2 MILE

**CERCLIS
SRC#: 17**

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Comprehensive Environmental Response, Compensation and Liability Information Sys was October, 2001.

The CERCLIS database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated, or are currently under investigation by the U.S. EPA for the release, or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation, and ultimately placed on the National Priorities List (NPL).

**NFRAP
SRC#: 18**

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for No Further Remedial Action Planned was October, 2001.

The No Further Remedial Action Planned Report (NFRAP), also known as the CERCLIS Archive, contains information pertaining to sites which have been removed from the U.S. EPA's CERCLIS database. NFRAP sites may be sites where, following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal Superfund action or NPL consideration.

**SCL
SRC#: 112**

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for CalSites Database was October, 2000.

This database is provided by the Department of Toxic Substances Control. Two-thirds of these sites have been classified, based on available information, as needing "No Further Action" (NFA) by the Department of Toxic Substances Control. The remaining sites are in various stages of review and remediation to determine if a problem exists at the site. Several hundred sites have been remediated and are considered certified. Some of these sites may be in long term operation and maintenance.

**RCRIS-TSD
SRC#: 12**

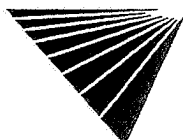
VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for RCRIS Treatment, Storage and Disposal Facilities was August, 2001.

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities which report generation, storage, transportation, treatment or disposal of hazardous waste. RCRA TSDs are facilities which treat, store and/or dispose of hazardous waste.

**SWLF
SRC#: 23**

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for USGS Solid Waste Landfills was December, 1991.

This database is provided by the United States Geological Survey. The agency may be contacted at: 703-648-5613.



SWLF
SRC#: 163

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Solid Waste Inventory System was November, 2001.

This database is provided by the Integrated Waste Management Board. The agency may be contacted at: 916-255-4021.

LUST-REG
SRC#: 74

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Region 3 Leaking Underground Storage Tanks was July, 2001.

This database is provided by the Regional Water Quality Control Board, Region #3. The agency may be contacted at: 805-542-4695.

LUST-REG
SRC#: 108

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Region 6 Leaking Underground Storage Tanks was July, 2001.

This database is provided by the Lahontan Region Six South Lake Tahoe. The agency may be contacted at: 530-542-5400.

LUST
SRC#: 164

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Leaking Underground Storage Tank Information System was August, 2001.

This database is provided by the California Environmental Protection Agency. The agency may be contacted at: 916-341-5740.

LUST-REG
SRC#: 853

VISTA conducts a database search to identify all sites within 1/2 mile of your property.
The agency release date for Region 2 Fuel Leak List was July, 2001.

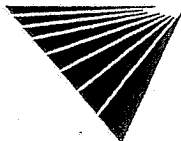
This database is provided by the Regional Water Quality Control Board, Region #2. The agency may be contacted at: 510-286-1269.

C) DATABASES SEARCHED TO 1/4 MILE

UST
SRC#: 45

VISTA conducts a database search to identify all sites within 1/4 mile of your property.
The agency release date for Underground Storage Tanks was January, 1994.

This historical database is provided by the State Water Resources Control Board, Office of Underground Storage Tanks. Please refer to the local level UST list for more current information. Be advised that some states do not require registration of heating oil tanks, especially those used for residential purposes.



For more information call VISTainfo at 1 - 800 - 767 - 0403.

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AST
SRC#: 60

VISTA conducts a database search to identify all sites within 1/4 mile of your property.
The agency release date for Aboveground Storage Tanks was January, 2001.

This database is provided by the State Water Resources Control Board. The agency may be contacted at: 916-227-4364.

D) DATABASES SEARCHED TO 1/8 MILE

ERNS
SRC#: 8

VISTA conducts a database search to identify all sites within 1/8 mile of your property.
The agency release date for Emergency Response Notification System was December, 2000.

ERNS is a national computer database system that is used to store information on the sudden and/or accidental release of hazardous substances, including petroleum, into the environment. The ERNS reporting system contains preliminary information on specific releases, including the spill location, the substance released, and the responsible party.

RCRA-LQG
SRC#: 16

VISTA conducts a database search to identify all sites within 1/8 mile of your property.
The agency release date for RCRA Large Quantity Generators was August, 2001.

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities which report generation, storage, transportation, treatment or disposal of hazardous waste. RCRA Large Generators are facilities which generate at least 1000 kg./month of non-acutely hazardous waste (or 1 kg./month of acutely hazardous waste).

RCRA-SQG
SRC#: 15

VISTA conducts a database search to identify all sites within 1/8 mile of your property.
The agency release date for RCRA Small Quantity Generators was August, 2001.

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities which report generation, storage, transportation, treatment or disposal of hazardous waste. RCRA Small Quantity Generators are facilities which generate less than 1000 kg./month of non-acutely hazardous waste.

SPILLS
SRC#: 79

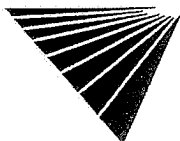
VISTA conducts a database search to identify all sites within 1/8 mile of your property.
The agency release date for Region 3 SLIC Site List was October, 2001.

This database is provided by the Regional Water Quality Control Board, Region #3. The agency may be contacted at: 805-542-3399.

SPILLS
SRC#: 106

VISTA conducts a database search to identify all sites within 1/8 mile of your property.
The agency release date for Region 2 SLIC Site List was July, 2001.

This database is provided by the Regional Water Quality Control Board, Region #2. The agency may be contacted at: 510-286-1269.



For more information call VISTAinfo at 1 - 800 - 767 - 0403.

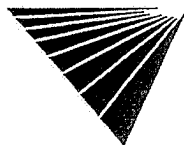
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Appendix B

Noise and Vibration Analysis

**12TH AND KEYES MULTI-FAMILY HOUSING
ENVIRONMENTAL NOISE AND
VIBRATION ASSESSMENT
SAN JOSE, CALIFORNIA**

April 18, 2003



Prepared for:

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Job No.: 02-037

INTRODUCTION

SETTING

This following report presents the results of our environmental noise and vibration assessment for the 12th Street and Keyes Street multi-family residential project. The project is the development of 82 low-income housing units on an approximately 1.64 acre parking lot at the southeast corner of Keyes Street and 12th Street, west of the Union Pacific Railroad Company (UPRC) train line in the City of San Jose. The following report is divided into separate noise and vibration assessment sections. Included in each are discussions of the fundamental concepts of either noise or vibration; a description of state and local compatibility standards, guidelines and regulations; a description of the existing onsite noise or vibration environment; and an evaluation of the project's compatibility with the future environment.

NOISE ASSESSMENT

Fundamental Concepts of Environmental Acoustics

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of

TERM	DEFINITIONS
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, HZ	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dB	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, DNL, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.
<div> <div>Definitions Of Acoustical Terms</div> <div>Table 1</div> </div>	

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110	Rock Music Concert	
Diesel Pile Driver (100')	100		Very Loud
	90	Boiler Room Printing Press Plant	
Freight Cars (50')	80		
Pneumatic Drill (50')	80		
Freeway (100')	70	In Kitchen With Garbage Disposal Running	Moderately Loud
Vacuum Cleaner (10')	70		
	60	Data Processing Center	
Light Traffic (100')	50	Department Store	
Large Transformer (200')	50		
	40	Private Business Office	Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		

**Typical Sound Levels Measured in the
Environment and Industry**

Table 2

time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level, L_{dn} or DNL*, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Regulatory Background

The State of California and the City of San Jose have established plans and policies which are designed to limit noise exposure at noise sensitive land uses. These plans and policies include: (1) the State CEQA Guideline, Appendix G; (2) the State Building Code; and (3) the City of San Jose Noise Element of the General Plan. The United States Department of Housing and Urban Development (HUD) Noise Regulation (24 CFR 51B) is also applicable to this project as HUD assistance has been requested.

State CEQA Guidelines

The State of California has not adopted quantitative regulations applicable to the proposed project. The California Environmental Quality Act (CEQA) has established guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. CEQA asks the following questions:

Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies?

- Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Not Applicable)
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Not Applicable)

CEQA does not define what noise level increase would be considered substantial. Typically, in high noise environments, if the DNL as a result of the project would increase by more than 3 dBA at noise-sensitive receptors, the impact would be considered significant. Where the existing noise level is lower, a somewhat higher increase can be tolerated before significance occurs.

Title 24, Part 2 of the State Building Code

New multi-family housing in California is subject to the environmental noise limits set forth in Title 24, Part 2, of the State Building Code. The noise limit is a maximum interior noise level of 45 L_{dn} . Where exterior noise levels exceed 60 L_{dn} , a report must be submitted with the building plans describing the noise control measures which have been incorporated into the design to meet the noise limit.

City of San Jose Noise Element

The Noise Element of the City of San Jose's 2020 Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to "minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies." Multi-family residential land uses are considered "satisfactory" up to 60 DNL as the short-range exterior noise quality level, and 55 DNL as the long-range exterior noise quality level. The guidelines state that where the exterior DNL is above the "satisfactory" limit, and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level of a DNL less than or equal to 45 dBA (consistent with the State Building Code). When noise levels are between 60 and 70 DNL, and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level of a DNL less than or equal to 45 dBA. Noise levels exceeding 70 DNL require that new development would only be permitted if uses are entirely indoors and building design limits interior levels to less than or equal to 45 DNL. Outdoor activity areas should be permitted if site planning and noise barriers result in levels of 60 DNL or less.

Applicable regulatory criteria established by the City of San Jose as guiding policies in the Noise Element are described below:

- Policy 1. The City's acceptable noise level objectives are 55 dBA DNL as the long-range exterior noise quality level, 60 dBA DNL as the short-range exterior noise quality level, 45 dBA DNL as the interior noise quality level, and 76 dBA DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- Policy 9. Construction operations should use available noise suppression devices and techniques.

HUD Standards

The HUD standards is that the outdoor noise level in the primary outdoor use areas does not exceed an L_{dn} of 65 dB and that the interior L_{dn} not exceed 45 dB. Where projects are located in a noise environment between 65 and 70 dB, a minimum of 25 dB of noise attenuation must be provided for the buildings. If the site is exposed to an L_{dn} between 70 and 75 dB, a minimum of 30 decibels in attenuation must be provided for the building.

Existing Noise Environment

The project site is located in the City of San Jose, bounded to the north by Keyes Street, to the south by existing single-family residential land uses, to the west by 12th Street, and to the east by the Union Pacific railroad line and Senter Road. The site is currently a parking lot. The major source of environmental noise on the project site is vehicular traffic on Keyes Street and Senter Road. Noise generated by Union Pacific Railroad activity may affect the noise environment at the site, but there were no trains were observed during this survey.

To quantify the existing noise environment, a noise monitoring survey was conducted over a 48-hour period from Monday, March 18, 2002 to Wednesday, March 19, 2002. The monitoring survey consisted of two long-term (LT-1 and LT-2) and two short-term (ST-1 and ST-2) noise measurements made on and surrounding the project site. These noise measurement locations are depicted in Figure 1.

The first long-term measurement (LT-1) was made approximately 45 feet west of the Union Pacific Railroad line and 100 feet west of the center line of Senter Road. This measurement was made in line with the eastern property line of the project site to quantify noise levels generated by

railroad activity and vehicular traffic along Senter Road. At this location, the measured DNL was 67 dBA with noise levels resulting primarily from vehicular traffic on Senter Road. Hourly average noise levels (L_{eq}) ranged from 52 dBA to 66 dBA during the measurement period. Based on these results, no train activity occurred on the line during the measurement period. Data from measurement LT-1 is summarized in Figure 2.

Measurement LT-2 was located approximately 85 ft. south of the centerline of Story Road/Keyes Street, east of Senter Road where traffic flows unhindered by traffic lights. Hourly average noise levels ranged from 56 dBA to 71 dBA at this location. The calculated DNL at Site LT-2 was 71 dBA. The results of measurement LT-2 are displayed graphically in Figure 3.

Short-term, observed noise measurements were conducted to quantify noise levels at the building setbacks on the project site. Data measured during these short-term measurements is summarized below in Table 3.

<p align="center">Table 3 Summary of Short-Term Measurements</p>							
Location	Time/ Date	L_{eq} (dBA)	$L_{(1)}$ (dBA)	$L_{(10)}$ (dBA)	$L_{(50)}$ (dBA)	$L_{(90)}$ (dBA)	Noise Source
ST-1: ~ 120 ft. from the centerline of Senter Rd. and 15 ft. from the U.P.R.R. Fence.	12:30 03/20/02	61	69	63	59	54	Traffic on Senter Rd., heavy traffic on Keyes St.
ST-2: ~ 85 ft. from the center of Keyes St.	14:05 03/20/02	66	74	69	64	60	Traffic on Keyes St.

Measurement ST-1 is similar to LT-1 but set back 15 feet further west of the property line fence at the facade of the proposed buildings. Noise levels measured at this location were approximately 1 dB lower than at the long term site. The adjusted DNL for this site is about 66 dBA. Measurement ST-2 was made at the same setback from Story/Keyes Road as LT-2, but directly on the project site closer to the stoplight at Senter Road. Levels at ST-2 were found to be approximately 2 dBA lower than at LT-2. The adjusted DNL for the site at a setback of 85 ft. from the center of Keyes Street is approximately 69 dBA.

Future Noise Environment

The City of San Jose's General Plan does not include projections for traffic increases on Keyes Street or Senter Road. As a safety factor, we add 1 dB to the measured DNL to account for

future increases in traffic up to 20%. This results in a future DNL of 67 dBA at measurement location ST-1 and a DNL of 70 at site ST-2.

Significance Criteria

- A significant impact would be identified for a proposed land use if it would be exposed to noise levels exceeding the City's established guidelines for noise and land use compatibility, and/or the HUD Noise Standard.
- According to CEQA, a significant noise impact would result if noise levels increase substantially at noise-sensitive land uses (e.g., residences). A substantial increase to noise levels would occur if the project resulted in an increase of 3 dBA or greater at noise-sensitive land uses where noise levels already exceed 60 DNL. Construction noise levels would be treated somewhat differently because they are temporary. Significant noise impacts would result from construction if noise levels are sufficiently high to interfere with speech, sleep, or normal residential activities.

PROJECT IMPACTS AND MITIGATION MEASURES

Impact N-1: Noise and Land Use Compatibility. Noise levels on the project site exceed the 60 dB DNL "satisfactory" threshold for multi-family development in San Jose and the HUD 65 DNL standard for HUD-assisted housing. This is a *potentially significant impact.*

The railroad reports that there are up to two trains per week which pass the site. These trains are typically 6-8 cars with one engine. They pass the site at about 10 mph. Train noise does not measurably affect the L_{dn} at the site.

Vehicular traffic on Keyes Street and Senter Road generate noise levels of approximately 65-70 dBA DNL on the project site. According to the City of San Jose Land Use Compatibility Guidelines, a noise exposure level in this range is compatible with the proposed multifamily residential development if indoor levels are maintained at or below 45 dBA DNL. Normally, the exterior-to-interior noise level reduction provided by California construction is about 15 dBA with the windows open and about 25 dBA with the windows closed. Standard conditional construction with the windows closed would be sufficient to achieve the 45 L_{dn} interior noise standard of the State of California and HUD. If open windows are assumed for ventilation, the impact is potentially significant.

Common outdoor use space is located in a central courtyard shielded from traffic and potential rail noise. The noise level at this location would be under 60 dBA DNL. The noise environment in the courtyard would satisfy both the City and HUD criteria. Private outdoor use areas such as balconies or patios could be subject to excessive noise exposure if they are along the Keyes Street or Senter Road building facade.

Mitigation Measure N-1:

Provide forced-air ventilation systems for peripheral units along Keyes Street and Senter Road/rail line. This provision would allow the occupants to close their windows at their discretion to control environmental noise intrusion. If units along the UPRR/Senter Road and Keyes Street are to have private patios, they should be located on the inward side of the buildings facing the courtyard. At such a time when final architectural plans are submitted, further study of the indoor noise environment may be necessary to insure proper abatement.

Impact N-2: Project-Generated Traffic Noise Impacts. Project-generated traffic will not increase noise levels at noise sensitive receptors in the area. *No impact occurs as a result of project-generated traffic.*

The proposed project would not cause a measurable change in vehicular traffic noise along either 12th Street or Keyes Street, or any other roadways on the street network. Because vehicular traffic noise levels will not change, project-generated traffic would cause no noise impact.

Mitigation Measure N-2:

No significant noise impacts have been identified; therefore, no mitigation is necessary.

Impact N-3: Construction Noise Impacts. Construction of this project will temporarily increase noise levels at nearby noise-sensitive receptors. This is a *potentially significant impact* given the noise levels anticipated during construction.

Construction activities generate noise. The development of multifamily land uses on the project site would temporarily increase noise levels at adjacent receptors. Typical hourly average construction noise levels are 75 dBA to 80 dBA measured at a distance of 100 feet from the construction site during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance. Noise levels at adjacent residences would intermittently exceed 60-70 dBA L_{eq} and existing ambient levels. Noise levels produced by heavy-equipment may interfere with normal residential activities during busy construction periods. This is a potentially significant noise impact.

Mitigation Measure N-4:

The following mitigation measures are recommended to reduce the construction noise impacts:

- Construct temporary noise barriers around the perimeter of the project site where it adjoins residences before construction begins.
- Limit construction activity to daytime hours (7 a.m. to 7 p.m.) with no construction activity on Sundays or holidays.
- Use available noise suppression devices and properly maintain and muffle internal

- combustion engine-driven construction equipment.
- Utilize noise barriers or noise control blankets to shield stationary equipment from nearby noise-sensitive receptors.
- Avoid staging equipment within 200 feet of noise-sensitive receptors whenever possible.
- Designate a disturbance coordinator and post the name and phone number of this person conspicuously at the site. The disturbance coordinator will respond to complaints about noise and take the steps necessary to mitigate the problem.

VIBRATION ASSESSMENT

Background Concepts of Ground-Borne Vibration

Ground vibration from passing trains consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods that are typical used to quantify vibration amplitude. One is the peak particle Velocity (PPV) that is defined as the maximum instantaneous positive or negative peak of the vibration wave. The PPV is typically used to evaluate potential building damage due the ground motion. Although the PPV is appropriate for evaluating the potential for building damage, it is not suitable to evaluate human response to vibration since it takes time for the human body to respond to vibratory motion. Humans seem to respond not to peak but average vibration amplitude levels. Because the net average of a vibration signal is zero, the root mean square (rms) amplitude, which is the average of the squared amplitude of the signal, is typically used to describe the average vibration amplitude. To evaluate human response to maximum, or peak, ground vibration levels, this average is typically calculated over a 1 second period.

People's response to ground vibration caused by rail activity has been best correlated to the velocity of ground motion resulting from train pass-bys. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} in./sec. rms, which equals 0 VdB¹, and 1 in./sec. equals 120 VdB. Typical background vibration velocity levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. 65 VdB is the approximate threshold of perception for humans. Construction activities, train operations and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 4 illustrates some common sources of vibration and the association to human perception or the potential for structural damage.

Table 4 - Typical Levels of Ground-borne Vibration

Human/Structural Response	Velocity Level, VdB (Re 1μinch/sec, rms)	Typical Events (50 -foot setback)
---------------------------	---	--------------------------------------

¹ Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, frequent events	70	Commuter rail, typical Bus or truck over bump or on rough roads Rapid transit, typical
Approximate human threshold of perception to vibration	60	Buses, trucks and heavy street traffic
Lower limit for equipment ultra-sensitive to vibration	50	Background vibration in residential settings in the absence of activity

Source: Illingworth & Rodkin, Inc. and U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, April 1995, DOT-T-95-16

Regulatory Background Ground-borne Vibration

The City of San Jose has not adopted goals and policies that can be used to assess vibration on the site associated with train operations on the adjacent railroad lines. Railroad operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains and the type of railroad track.

Although there are no standards that control the allowable vibration in new residential development within the City of San Jose, experience with rapid transit systems over the last few decades has begun to lay a foundation for criteria, with the development of rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. Based on this experience, the Federal Transit Administration (FTA) of the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with rapid transit projects.¹ These criteria for ground-borne vibration impacts on occupants

¹U.S. Depart. of Trans., FTA, Transit Noise and Vibration Impact Assessment, April 1995, DOT-T-95-16.

inside buildings are shown in Table 5, and are based on rms average vibration levels calculated over a 1 second period to relate to average, maximum, vibration levels experienced by humans. Note that there are criteria for frequent events (more than 70 events per day) and infrequent events (less than 70 events per day).

The FTA criteria are based primarily on experience with passenger train operations, such as rapid transit and commuter rail systems. The main difference between passenger and freight operations is the time duration of individual events, a passenger train lasts few seconds whereas a long freight train may last several minutes, depending on speed and length. Although the criteria are based on shorter duration events reflected by passenger trains, they are used in this assessment to evaluate the potential of vibration annoyance on the site due to freight trains.

Table 5
Ground-borne Vibration Impact Criteria

Land Use Category	Ground-borne Vibration Impact Limits (VdB re 1 μ inch/sec, rms)	
	Frequent Events ¹	Infrequent Events ²
Category 1 Buildings where low ambient is essential for interior operations	65 VdB ³	65 VdB ³
Category 2 Residences and buildings where people normally sleep	72 VdB	80 VdB
Category 3 Institutional land uses with primarily daytime use	75 VdB	83 VdB
Notes:		
<p>1. "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.</p> <p>2. "Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.</p> <p>3. This limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration limits. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.</p>		

Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, April 1995, DOT-T-95-16.

Ground-Borne Vibration Assessment

Existing Conditions

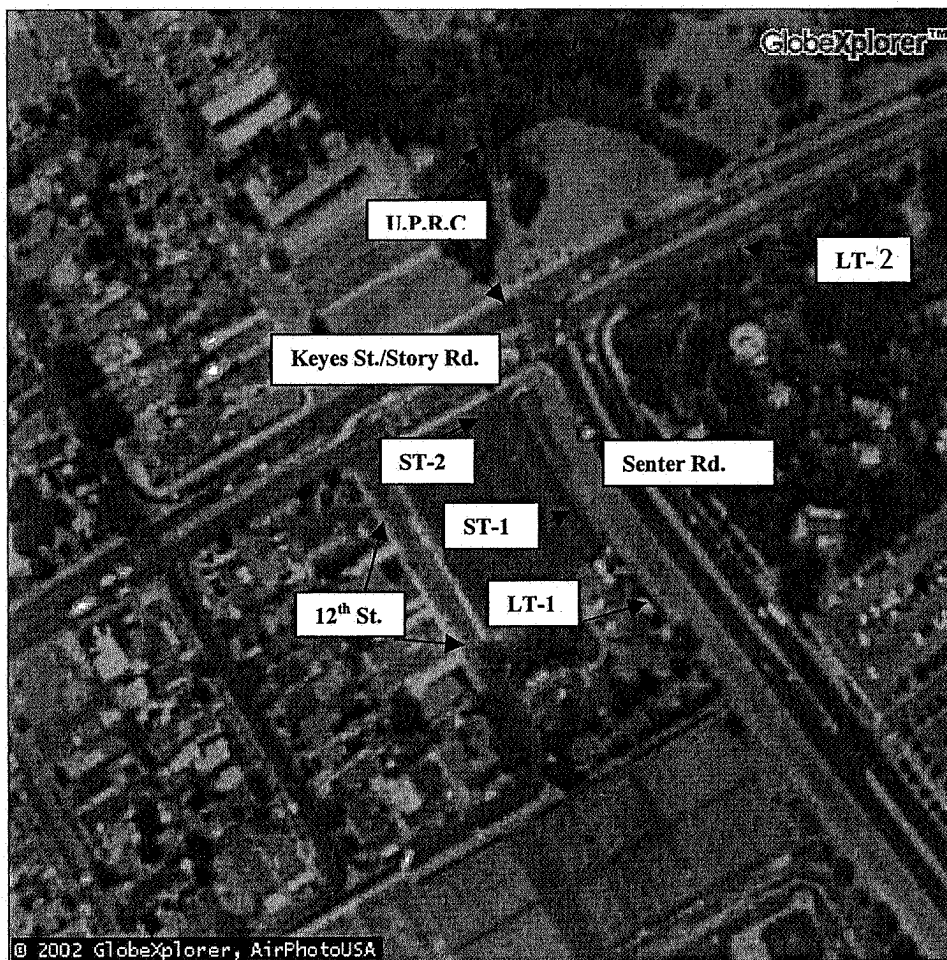
The potential source of ground-borne vibration on the project site comes from the UPRC train line located along the western property line. This train line is used up to twice a week by a 6-8, one-engine train traveling about 10 mph. Manned ground-borne vibration measurements of train pass-bys were attempted over a 4 hour period on the site on March 20th, 2002 at a distance equivalent to the proposed building setback and again on April 15, 2003. During these periods, no activity occurred on the rail line even though the train was expected to pass. Measurements conducted at a distance of 60 feet (the proposed building setback) from the rail line under similar conditions indicate that short trains traveling at about 10 mph would be expected to generate vibration levels of no more than 75 dB at the setback of the proposed housing units.

Impacts and Mitigation Measures

Impact V-1: Ground-borne vibration impact criteria. Ground-borne vibration levels would not exceed FTA criteria for residences and developments where people normally sleep. This is a *not a significant impact*.

Based on the results of the previous noise measurements, ground-borne vibration velocity levels would expect to be well below the 80 VdB criterion of the Federal Transit Administration for infrequent events. It is possible that the residents would notice vibration in the units when these trains pass by, but due to their infrequency, no impact would be expected.

Figure 1: Locations of Short and Long-Term Measurements



Appendix C

Transportation Impact Analysis

**Twelfth and Keyes
Residential Development**

Transportation Impact Analysis

Prepared for:

City of San Jose Housing Department

Prepared by:

Hexagon Transportation Consultants, Inc.

May 13, 2003

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Twelfth Street and Keyes Street residential development in San Jose, California. The project site is an existing parking lot bounded by Twelfth Street to the west, Keyes Street to the north, and the Union Pacific Railroad to the east. The project as proposed would consist of 79 affordable apartment units and a 2,500 s.f. coffee shop. Access to the site would be provided via Twelfth Street. Parking for the new development would be provided by an underground parking garage and a surface parking lot.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy and the Congestion Management Program (CMP) of Santa Clara County. The study included an analysis of AM and PM peak-hour traffic conditions for seven signalized intersections and one unsignalized intersection. Signal warrants were checked at the unsignalized intersection in order to determine whether installation of a traffic signal would be justified. Freeway level of service analysis was not performed since project trips on freeway segments would not be greater than one percent of the capacity of the segments.

Project Trip Generation

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip rates were taken from two sources: (1) *Interim Guidelines for Traffic Impact Analysis of Land Use Developments*, June 1994, by City of San Jose Department of Public Works; and (2) *Institute of Transportation Engineers* (ITE) Trip Generation Manual, 6th Edition. City of San Jose trip generation rates were used for the residential land use. ITE fast-food restaurant with drive-through window rates were used for the proposed coffee shop. In addition, a 50% pass-by reduction was applied to the coffee shop trip generation. Based on these rates, it is estimated that the project would generate a net total of 110 AM peak hour trips and 89 PM peak hour trips. Using the specified inbound/outbound splits, the project would produce 48 inbound trips and 61 outbound trips during the AM peak hour and 53 inbound and 37 outbound trips during the PM peak hour.

Project Impacts

City of San Jose Intersection Impacts

The results of the intersection level of service analysis show that none of the signalized study intersections would be impacted by the project according to City of San Jose level of service standards.

CMP Intersection Impacts

The results of the intersection level of service analysis for CMP intersections show that none of the CMP study intersections would be impacted by the project according to county CMP level of service standards for signalized intersections.

Other Transportation Issues

Unsignalized Intersections

Signal warrant checks were performed at the unsignalized intersection of Twelfth Street and Keyes Street. The signal warrant analysis showed that this intersection does not warrant a traffic signal.

Site Access and On-Site Circulation

The project site plan proposes one access point to the site, located on Twelfth Street. This driveway, a full access driveway, would provide access to the parking garage, which would be located underground, and a small surface parking lot located at the south end of the project site, in front of the main entrance. The driveway should be designed to meet City of San Jose standards.

The project proposes a total of 156 parking spaces. One hundred and forty-five (145) of these parking spaces are designated for the residential part of the project. This is the number of parking spaces required by the City of San Jose for this type of development. The number of parking spaces needed for the coffee shop were calculated using a demand rate of 5 parking spaces per 1,000 s.f. of development and applying a 85% efficiency factor, which yields a total of about 11 parking spaces for the coffee shop. Twelve of the proposed parking spaces would be located in the surface parking lot at the south end of the project site while 144 parking spaces would be located in an underground parking garage. In addition there is on-street parking along Twelfth Street that could be utilized by customers to the coffee shop. Parking stalls and aisles should be designed to meet City of San Jose standards which accommodate passenger vehicles as well as emergency vehicles.

Currently there is a raised median on Keyes Street that prevents left-turns from Twelfth Street onto Keyes Street; only right-turns are allowed from Twelfth Street at this intersection. Based on field observations, it was estimated that project traffic leaving the site would use Humboldt Street to Eleventh Street to go westbound on Keyes Street. Project traffic going eastbound on Keyes Street would simply make a right-turn at the Twelfth/Keyes intersection.

The proposed coffee shop would generate pedestrian activity within the vicinity of the site. The site plan shows 10 ft. sidewalks on the south and the west project frontage. In addition, sidewalks are found along virtually all local roadways in the area. This will facilitate pedestrian access to the proposed development.

The site plan shows good pedestrian circulation within the development. Pedestrians can easily access both Twelfth Street and Keyes Street and the surrounding pedestrian facilities, including the existing sidewalks, bus stops, and nearby public park.

Transit, Bicycle and Pedestrian Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of 3 or 4 transit trips during the peak hours. Given that the site is served directly by 2 bus routes, these riders easily could be accommodated by the existing service.

A city park is located within walking distance from the project site, at the southeast corner of Senter Road and Keyes Street/Story Road. This park would most likely generate pedestrian traffic from the proposed residential development. Sidewalks are found along both Keyes Street and Senter Road, with a pedestrian crosswalk at the intersection of Senter and Keyes. These sidewalks are adequate to serve pedestrian demand and will facilitate pedestrian access to the existing park. No improvements are necessary.

Table ES 1
Intersection Level of Service Summary

	Peak Hour	Existing		Background		Project Conditions				Cumulative	
		Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS
Tenth Street and I-280 (N)*	AM	10	B	10	B	10	B	0.0	0.011	10	B
	PM	9	B	9	B	9	B	0.2	0.008	9	B
Tenth Street and I-280 (S)*	AM	10	B	10	B	10	B	0.0	0.007	10	B
	PM	10	B	10	B	11	B	0.5	0.018	11	B
Eleventh Street and I-280 (N)*	AM	23	C	56	E	59	E	3.1	0.007	69	F
	PM	12	B	13	B	13	B	0.1	0.004	14	B
Eleventh Street and I-280 (S)*	AM	9	B	9	B	9	B	0.0	0.007	9	B
	PM	10	B	10	B	10	B	0.0	0.003	10	B
Tenth Street and Keyes Street	AM	17	C	17	C	17	C	0.0	0.008	17	C
	PM	21	C	21	C	21	C	0.2	0.011	21	C
Eleventh Street and Keyes Street	AM	18	C	18	C	18	C	0.0	0.016	18	C
	PM	19	C	19	C	19	C	0.3	0.017	19	C
Senter Road and Keyes Street	AM	17	C	17	C	17	C	0.0	0.002	18	C
	PM	21	C	21	C	21	C	0.0	0.002	21	C

*Denotes CMP Intersection

Note: Significant impacts are shown boxed.

1.

Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Twelfth Street and Keyes Street residential development in San Jose, California. The project site is an existing parking lot bounded by Twelfth Street to the west, Keyes Street to the north, and the Union Pacific Railroad to the east. The project as proposed would consist of 79 affordable apartment units and a 2,500 s.f. coffee shop. Access to the site would be provided via Twelfth Street. Parking for the new development would be provided by an underground parking garage and a surface parking lot. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

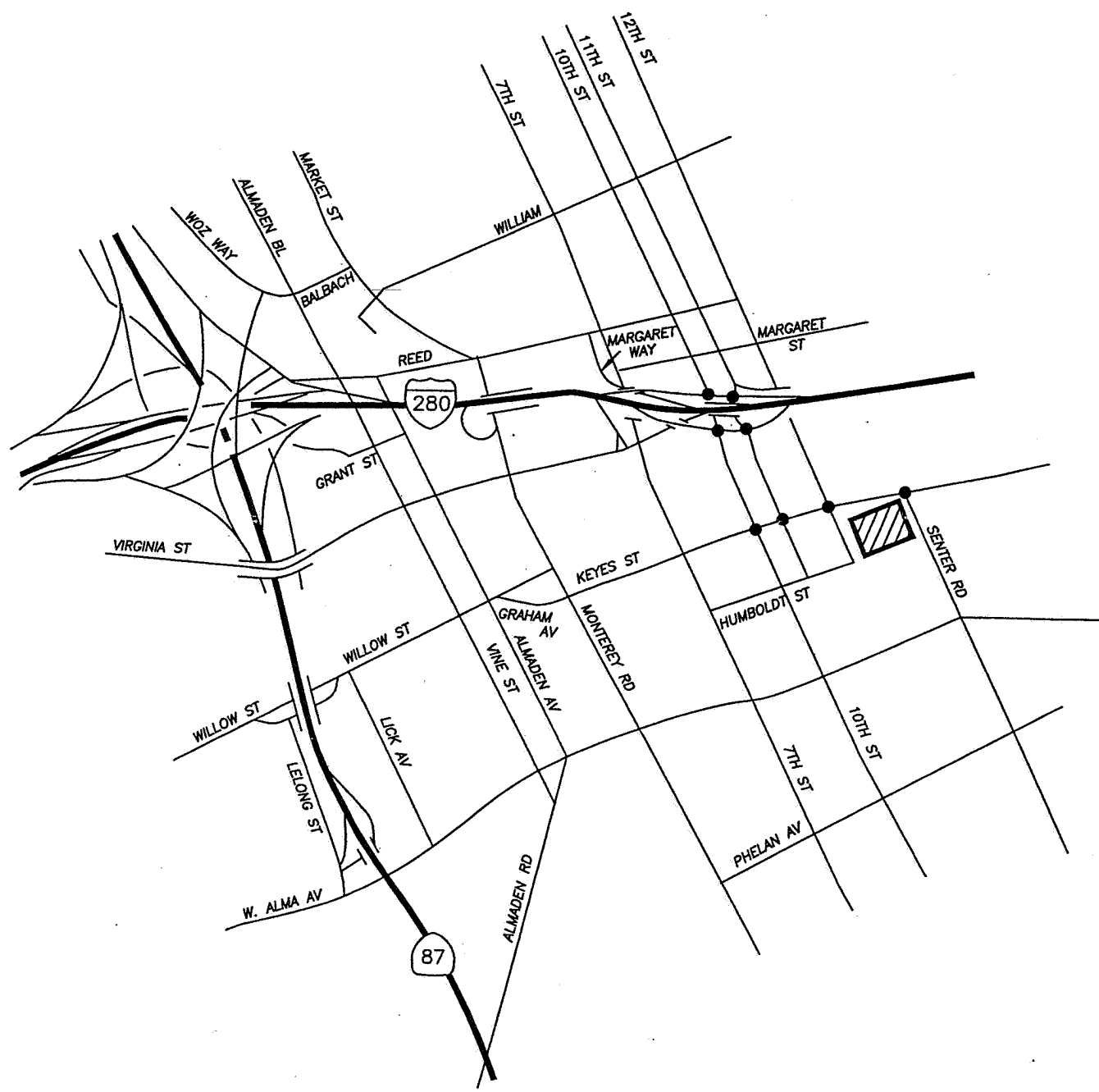
Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). The traffic analysis is based on peak-hour levels of service for signalized intersections. The traffic analysis also includes a peak-hour signal warrant analysis for the unsignalized study intersection. Freeway level of service analysis was not performed since project trips on freeway segments would not be greater than one percent of the capacity of the segments. The study intersections are identified below.



Study Intersections

- Tenth Street and I-280 northbound on-ramp*
- Tenth Street and I-280 southbound off-ramp*
- Eleventh Street and I-280 northbound off-ramp*
- Eleventh Street and I-280 southbound on-ramp*
- Tenth Street and Keyes Street
- Eleventh Street and Keyes Street
- Senter Road and Keyes Street

↑
Not to Scale



LEGEND

-  = Site Location
-  = Study Intersection



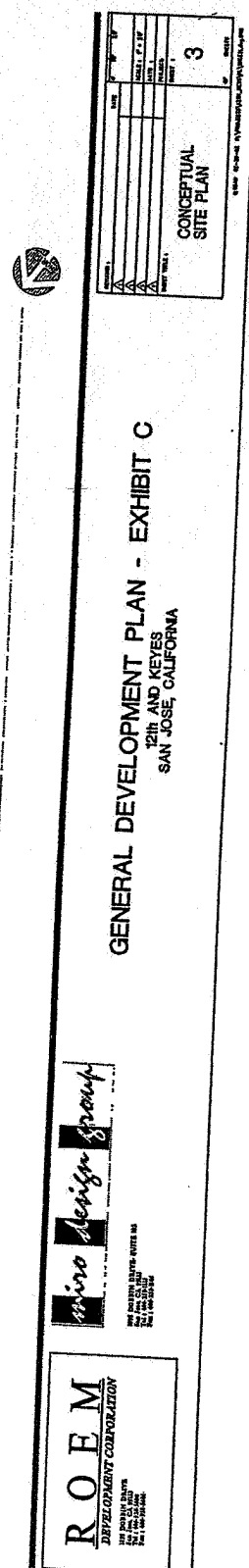
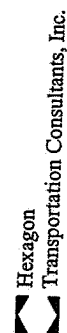
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Figure 1
**SITE LOCATION AND
STUDY INTERSECTIONS**
Twelfth & Keyes Residential Development



Twelfth Street and Keyes Street (Unsignalized)

CMP intersections are denoted with an asterisk (*).

In summary, the study includes an analysis of seven signalized intersections and one unsignalized intersection in the vicinity of the project site. The four CMP signalized intersections were evaluated against the standards of both the City of San Jose and the County CMP. Peak-hour signal warrants were examined for the unsignalized study intersection.

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing traffic volumes were obtained from the City of San Jose and recent traffic counts.
- Scenario 2:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATI).
- Scenario 3:** *Project Conditions.* Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.
- Scenario 4:** *Future Growth Conditions.* Future growth conditions were represented by future traffic volumes, at the date of project occupancy, on the near-term future roadway network. Traffic volumes under future growth conditions were estimated by applying a growth factor of 1.2% per year to existing volumes, adding trips from approved developments, and adding project trips. This scenario is evaluated in fulfillment of CMP requirements.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, and the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (for signalized intersections only)

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

City of San Jose Signalized Intersections

All of the signalized study intersections are located in the City of San Jose and are therefore subject to the City of San Jose Level of Service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

CMP Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather are among the City of San Jose signalized study intersections analyzed using TRAFFIX. The only difference between the San Jose and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Unsignalized Intersections

For unsignalized intersections an assessment is made of the need for signalization of the intersection. This assessment is made on the basis of the Peak-Hour Volume Signal Warrant, Warrant # 11 described in the *Caltrans Traffic Manual*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

Table 1
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Stopped Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 5.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	5.1 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	25.1 to 40.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	40.1 to 60.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 60.0

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209 (Washington, D.C., 1985), pp. 9-4, 5.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing conditions in terms of the existing roadway network and other transportation facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system and describes the recommended mitigation measures. Chapter 5 discusses the traffic conditions resulting from additional future growth. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the site is provided by I-280 and Guadalupe Parkway (SR 87). These facilities are described below.

I-280 is an eight-lane freeway in the vicinity of the site. It extends north-west to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. Access to the site is provided via its interchange with Tenth Street and Eleventh Street.

Guadalupe Parkway (SR 87) is a four-lane expressway/arterial between North First Street and Taylor Street. South of Taylor Street, it becomes a four-lane freeway that continues south until its junction with SR 85. The segment of Guadalupe Parkway between Taylor Street and US 101 will be upgraded to a six-lane freeway, as part of the Route 87 freeway upgrade project. Access to the project site will be provided via its junction with I-280.

Local access to the site is provided by Twelfth Street, Keyes Street, Monterey Road, Tenth Street, Eleventh Street, and Senter Road. These roadways are described below.

Twelfth Street is a north-south minor roadway that begins to the south at its intersection with Humboldt Street and extends to Hedding Street in North San Jose, where it terminates. At its intersection with Keyes Street, the northbound and the southbound directions have limited movements allowed: only northbound-right and southbound-right turning movements are allowed at this intersection. Twelfth Street forms the west boundary of the project site and will provide direct access to the same.

Keyes Street is an east-west roadway that begins at its intersection with Monterey Road and continues eastward to Senter Road, where it becomes Story Road. West of Monterey Road, Keyes Street becomes

Goodyear Street, a minor, residential street. Keyes Street forms the north boundary of the project site and will provide direct access to the project site via its intersection with Twelfth Street.

Monterey Road (SR 82) is a north-south arterial that runs from central San Jose south to Morgan Hill. In the vicinity of the site, it is a six-lane arterial. North of Alma Avenue, Monterey Road becomes South First Street, which transverses downtown San Jose.

Tenth Street is a one-way southbound roadway. South of Humboldt Street, it becomes a two-way street all the way to Tully Road, where it terminates. Tenth Street will provide regional access to the project site via its interchange with I-280.

Eleventh Street is a one-way northbound roadway. It extends from Humboldt Street to Hedding Street in North San Jose, where it terminates. In the vicinity of the project site, it is a three-lane roadway. Eleventh Street will provide regional access to the project site via its interchange with I-280.

Senter Road is a north-south roadway that begins at its intersection with Keyes Street/Story Road and extends southward and then westward to terminate at its intersection with Monterey Road.

Existing Bicycle and Pedestrian Facilities

There are some bikeways within the vicinity of the project site (see Figure 3). Bike lanes are provided on Seventh Street, and segments of Keyes Street and Senter Road.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas. Sidewalks are found along virtually all previously-described local roadways in the study area and along the local residential streets and collectors near the site.

Existing Transit Service

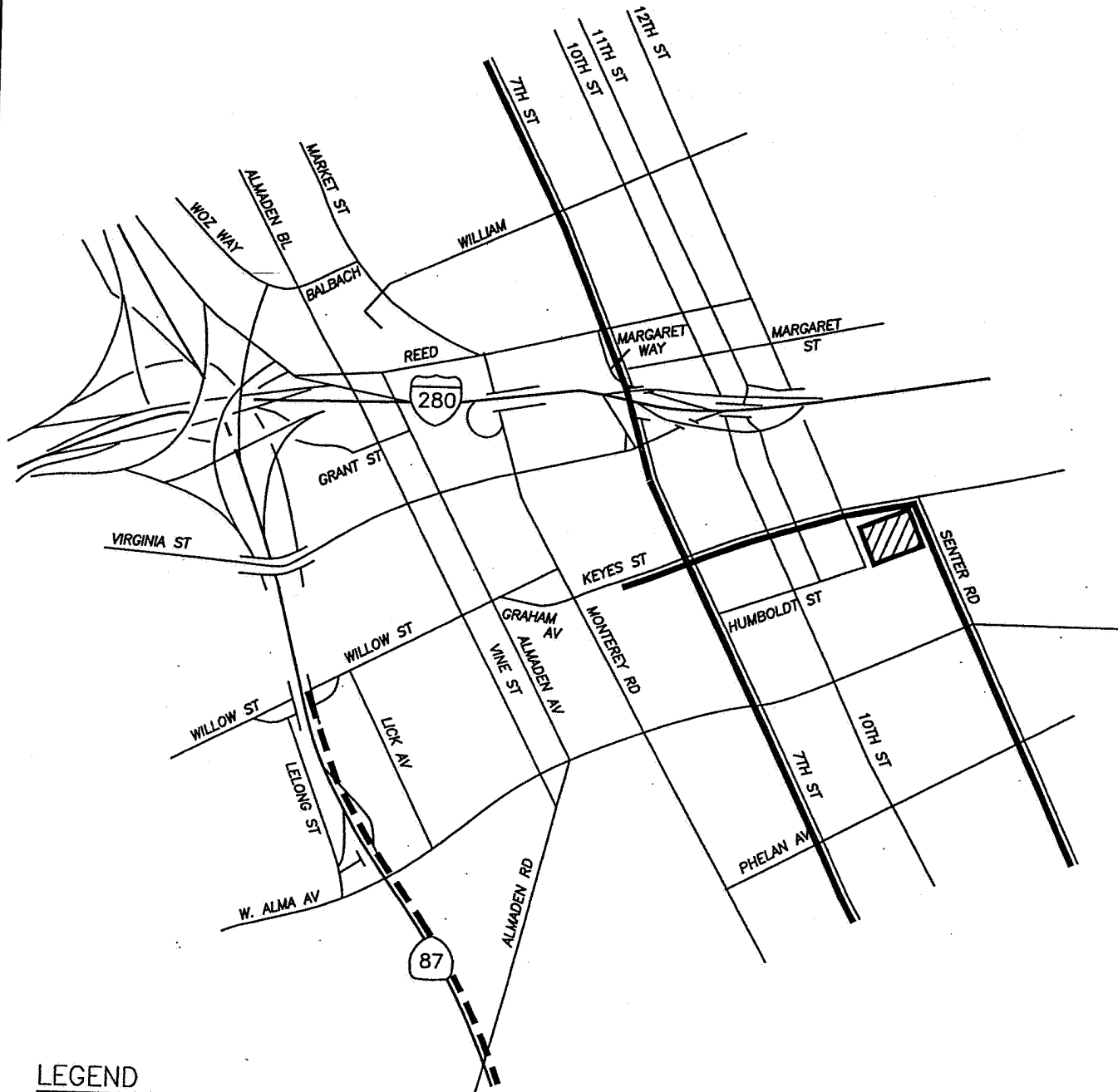
Existing transit service to the study area is provided by the VTA. These are described below and shown on Figure 4.

VTA Transit Service




Bus Service

The study area is served directly by two local bus routes, with bus stops located on Keyes Street, in front of the project site. The 25 line provides service between the National Hispanic University (located at White Road and Story Road) and De Anza College via Story Road/Keyes Street, Fruitdale Avenue, Moorpark Avenue, Williams Road, and Bollinger Road, with 10- to 30-minute headways during commute hours. The 73 line provides service between Downtown San Jose and Snell and Capitol Expressway via Senter Road, Keyes Street, Tenth and Eleventh Street, San Fernando Street, and First and Second Street, with 20-minute headways during commute hours. Other bus lines in the vicinity of the project site include bus line 82. The 82 line provides service between Westgate and Hedding/Seventeenth Street via Hamilton Avenue, Alma Avenue, Seventh Street, First and Second Street, and Julian and St. James Street, with 30-minute headways during commute hours.

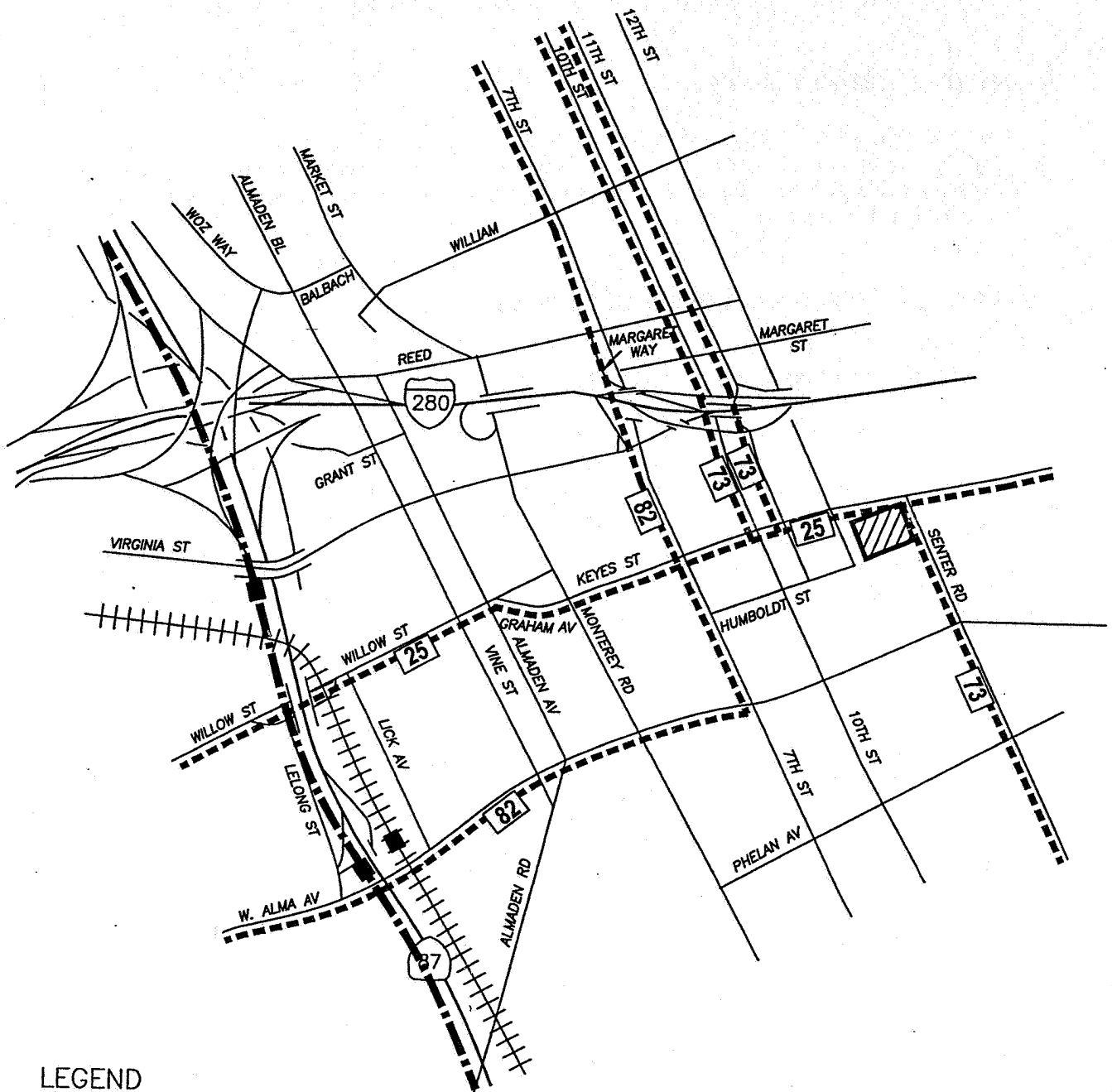
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


LEGEND

-  = Site Location
-  = Bike Lanes
-  = Bike Paths

↑
Not to Scale



LEGEND

-  = Site Location
-  = Light Rail and Station
-  = Bus Route
-  = Caltrain and Station



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Figure 4
EXISTING TRANSIT SERVICE
 Twelfth & Keyes Residential Development

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts at intersections where counts were either unavailable or outdated (more than one year old). The existing peak-hour intersection volumes are shown on Figure 6. The traffic count data are included in Appendix A.

Existing Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the level of service analysis under existing conditions are summarized in Table 2. The results show that, all of the signalized study intersections currently operate at an acceptable LOS C or better. The level of service calculation sheets are included in Appendix D.

CMP Intersection Analysis

The level of service results for the CMP intersections under existing conditions are summarized in Table 2. The results show that, the CMP study intersections currently operate at an acceptable LOS C or better.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

The field observations revealed no unusual traffic problems, and the level of service analysis appears to accurately reflect actual existing traffic conditions.

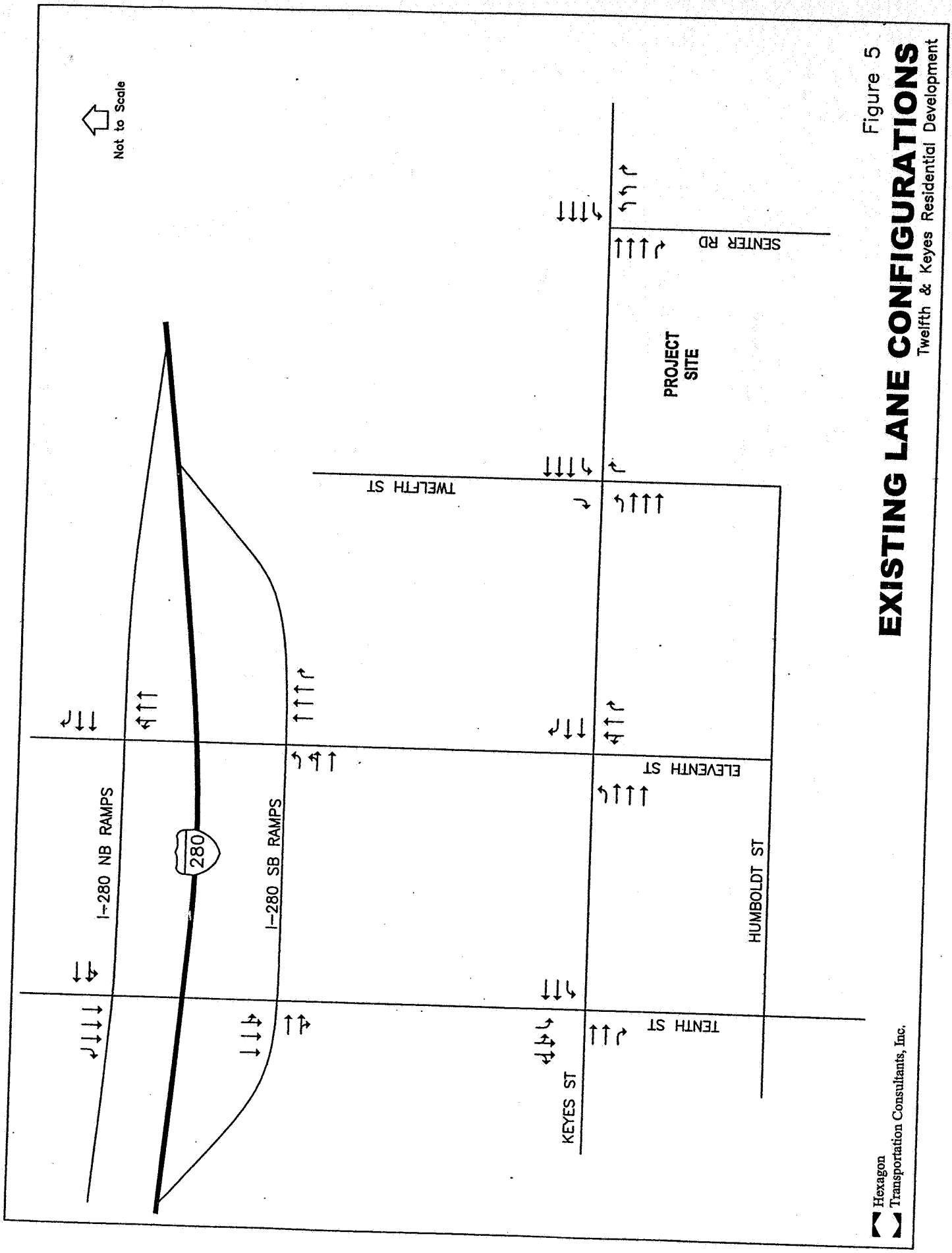


Figure 5
EXISTING LANE CONFIGURATIONS
 Twelfth & Keyes Residential Development

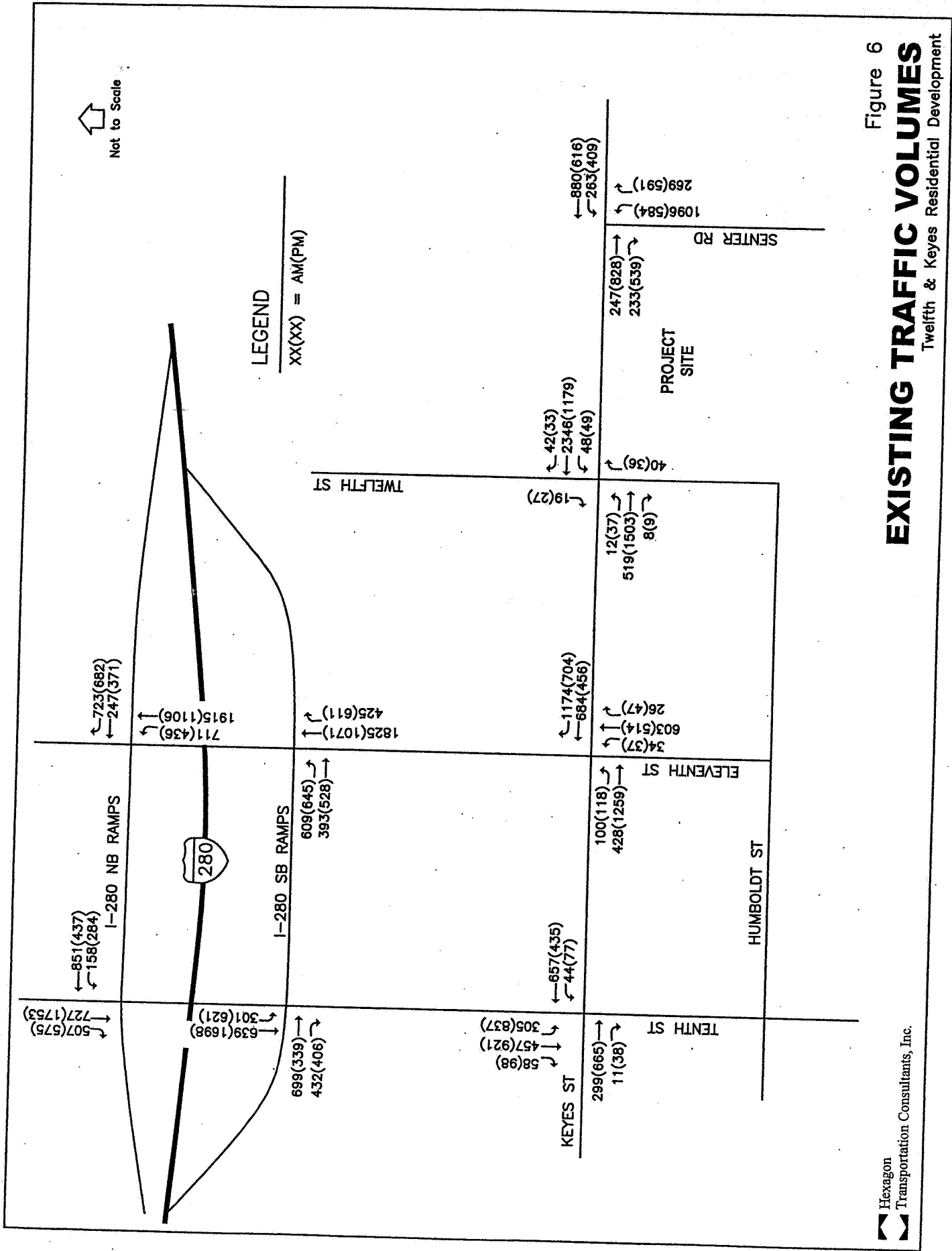


Table 2
Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Ave. Delay	LOS
Tenth Street and I-280 (N)*	AM	9/25/02	10	B
	PM	9/25/02	9	B
Tenth Street and I-280 (S)*	AM	9/26/02	10	B
	PM	9/26/02	10	B
Eleventh Street and I-280 (N)*	AM	10/31/02	23	C
	PM	9/19/02	12	B
Eleventh Street and I-280 (S)*	AM	9/24/02	9	B
	PM	9/24/02	10	B
Tenth Street and Keyes Street	AM	4/08/03	17	C
	PM	4/03/03	21	C
Eleventh Street and Keyes Street	AM	4/08/03	18	C
	PM	4/03/03	19	C
Senter Road and Keyes Street	AM	4/08/03	17	C
	PM	4/03/03	21	C
*Denotes CMP Intersection				

3. **Background Conditions**

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments were provided by the city in the form of the Approved Trips Inventory (ATI). Background traffic volumes are shown on Figure 7. The ATI are included in Appendix B.

Background Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 3. The results show that, all of the signalized study intersections, except one, would operate at an acceptable LOS C or better under background conditions. The intersection of Eleventh Street and I-280

(N) would operate at an unacceptable LOS E during the AM peak hour under background conditions. The level of service calculation sheets are included in Appendix D.

CMP Intersection Analysis

The level of service results for the CMP intersections under background conditions are summarized in Table 3. The results show that, the CMP study intersections would operate at an acceptable LOS E or better under background conditions.

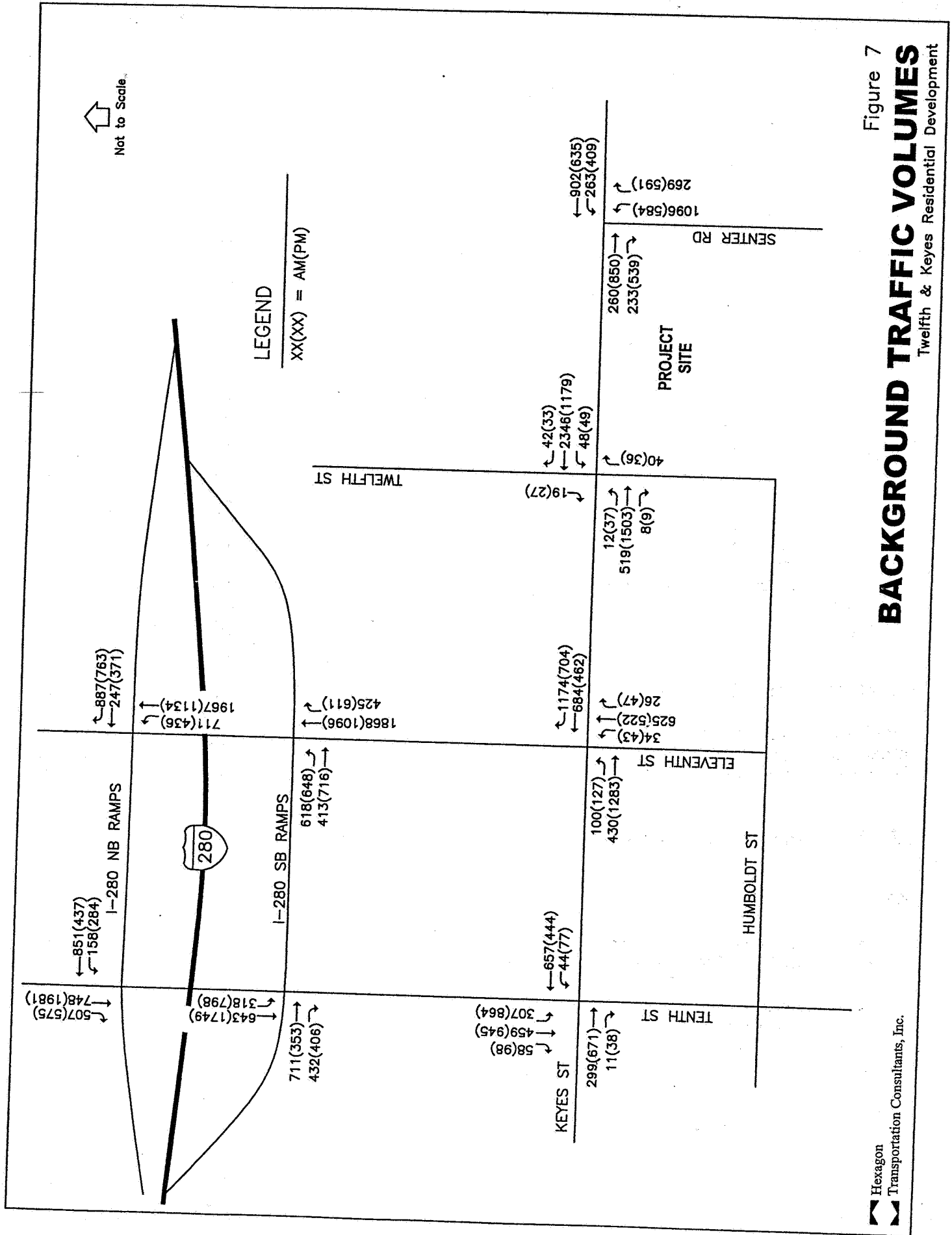


Figure 7
BACKGROUND TRAFFIC VOLUMES
Twelfth & Keyes Residential Development

Table 3
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing		Background	
			Ave. Delay	LOS	Ave. Delay	LOS
Tenth Street and I-280 (N)*	AM	9/25/02	10	B	10	B
	PM	9/25/02	9	B	9	B
Tenth Street and I-280 (S)*	AM	9/26/02	10	B	10	B
	PM	9/26/02	10	B	10	B
Eleventh Street and I-280 (N)*	AM	10/31/02	23	C	56	E
	PM	9/19/02	12	B	13	B
Eleventh Street and I-280 (S)*	AM	9/24/02	9	B	9	B
	PM	9/24/02	10	B	10	B
Tenth Street and Keyes Street	AM	4/08/03	17	C	17	C
	PM	4/03/03	21	C	21	C
Eleventh Street and Keyes Street	AM	4/08/03	18	C	18	C
	PM	4/03/03	19	C	19	C
Senter Road and Keyes Street	AM	4/08/03	17	C	17	C
	PM	4/03/03	21	C	21	C
*Denotes CMP Intersection						

4. **Project Impacts and Mitigation Measures**

This chapter describes project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of project-related transportation improvements and traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are two sets of relevant criteria for impacts on intersections. These are based on: (1) the City of San Jose (CSJ) Level of Service standards, and (2) the CMP Level of Service standards.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e. the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS E or better.

Transportation Network Under Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as described under existing conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip rates were taken from two sources: (1) *Interim Guidelines for Traffic Impact Analysis of Land Use Developments*, June 1994, by City of San Jose Department of Public Works; and (2) *Institute of Transportation Engineers (ITE) Trip Generation Manual*, 6th Edition. City of San Jose trip generation rates were used for the residential land use. ITE fast-food restaurant with drive-through window rates were used for the proposed coffee shop. In addition, a 50% pass-by reduction was applied to the coffee shop trip generation. Based on these rates, it is estimated that the project would generate a net total of 110 AM peak hour trips and 89 PM peak hour trips. Using the specified inbound/outbound splits, the project would produce 48 inbound trips and 61 outbound trips during the AM peak hour and 53 inbound and 37 outbound trips during the PM peak hour. The project trip generation estimates are presented in Table 4.

Table 4
Project Trip Generation Estimates

Land Use	Size	Daily Rate/a/	Daily Trips	AM Peak Hour			PM Peak Hour		
				Peak-Hour Factor/Rate	In	Out	Peak-Hour Factor/Rate	In	Out
Apartment/b/	79 units	6.0	474	0.10	17	31	0.10	31	17
Coffee Shop/c/	2,500 s.f	496.1	1,240	49.86	64	61	33.48	44	40
Pass-by Reduction	50%		-620		-32	-31		-22	-20
<i>Total</i>			1,094		48	61		53	37
						110		89	

/a/ Per residential unit/per 1000 s.f.

/b/ City of San Jose trip generation rates were used.

/c/ ITE fast-food restaurant with drive-through window rates were used, with a 50% pass-by reduction.

Sources:

City of San Jose Interim Guidelines for Traffic Impact Analysis for Land Developments, "Common Vehicular Trip Generation rates for the San Jose Area," March 1994
ITE Trip Generation Manual, 6th Edition

Trip Distribution

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The trip distribution pattern is shown graphically on Figure 8.

Trip Assignment

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Figure 9 shows the project trip assignment.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to future background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips*, which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix C.

Project Intersection Analysis

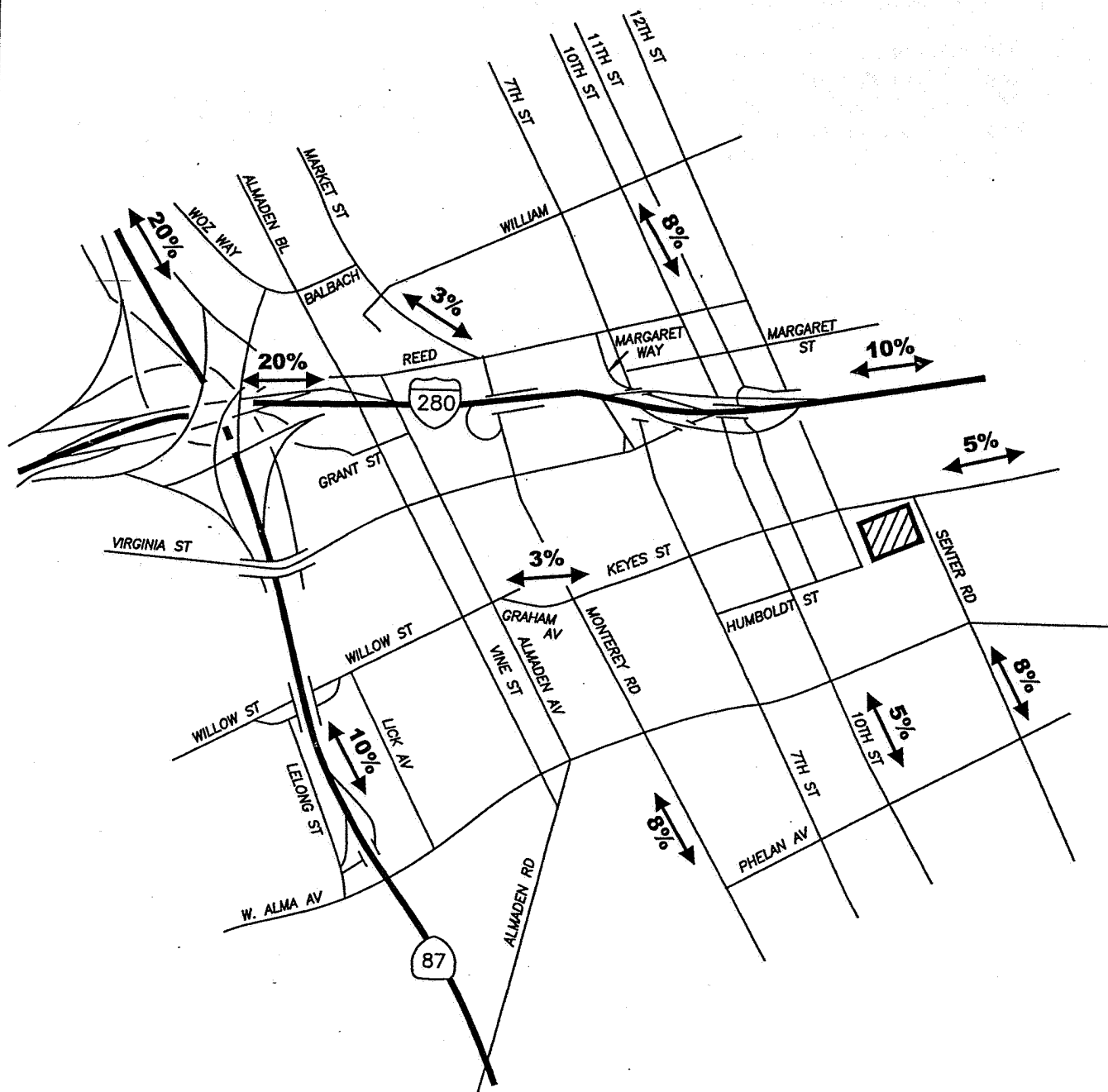
City of San Jose Level of Service Analysis

The results of the level of service analysis under project conditions are summarized in Table 5. The results show that, all of the signalized study intersections, except one, would operate at an acceptable LOS C or better under project conditions. The intersection of Tenth Street and I-280 (N) would operate at an unacceptable LOS E under project conditions. However, based on the City of San Jose level of service standards, the project would not have a significant impact at this intersection.


CMP Intersection Analysis

The level of service results for the CMP intersections under project conditions are summarized in Table 5. The results show that the CMP study intersections would operate at an acceptable LOS E or better under project conditions.

↑
Not to Scale



LEGEND

 = Site Location


 Hexagon
Transportation Consultants, Inc.

Figure 8
PROJECT TRIP DISTRIBUTION
Twelfth & Keyes Residential Development

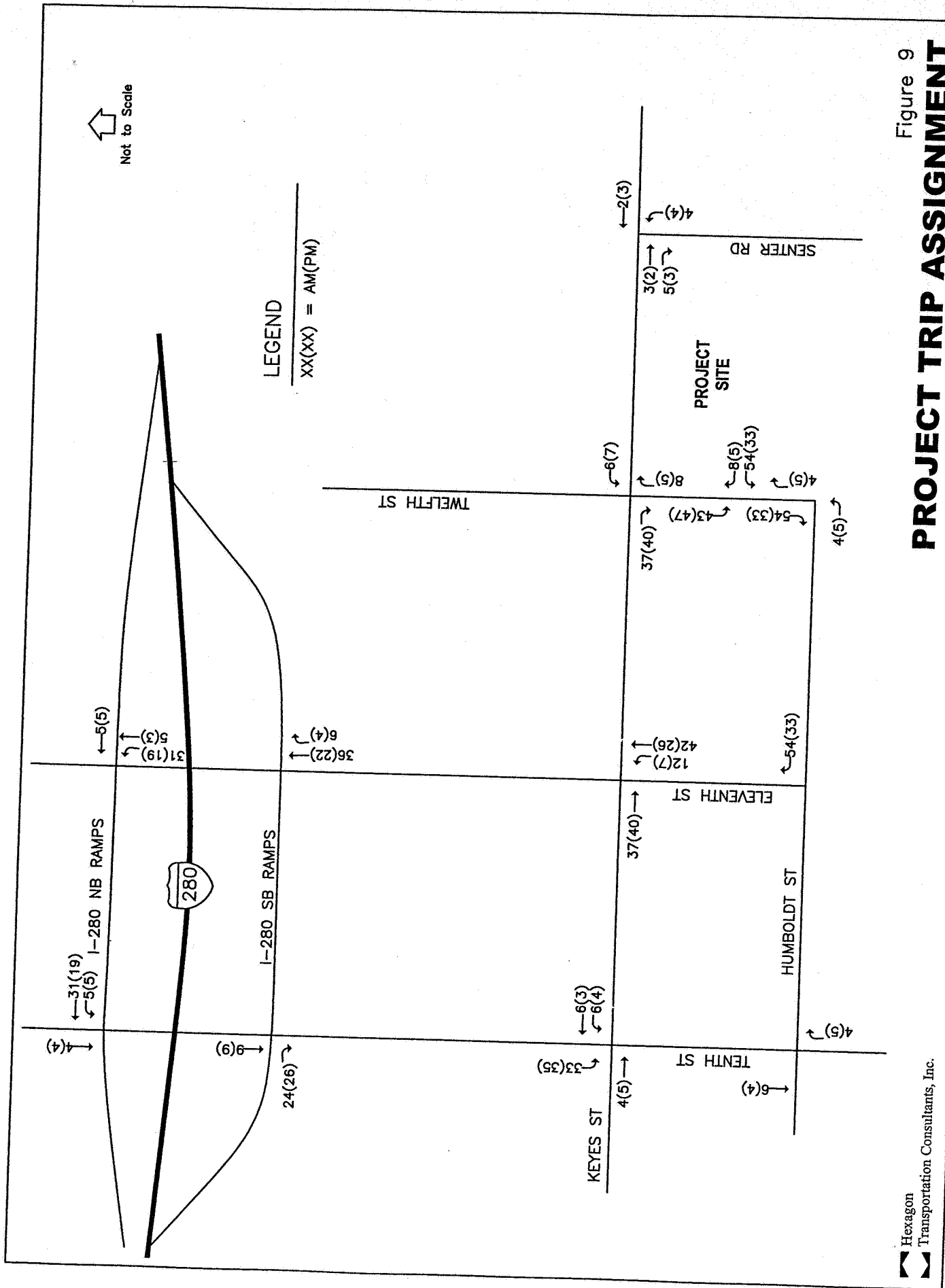
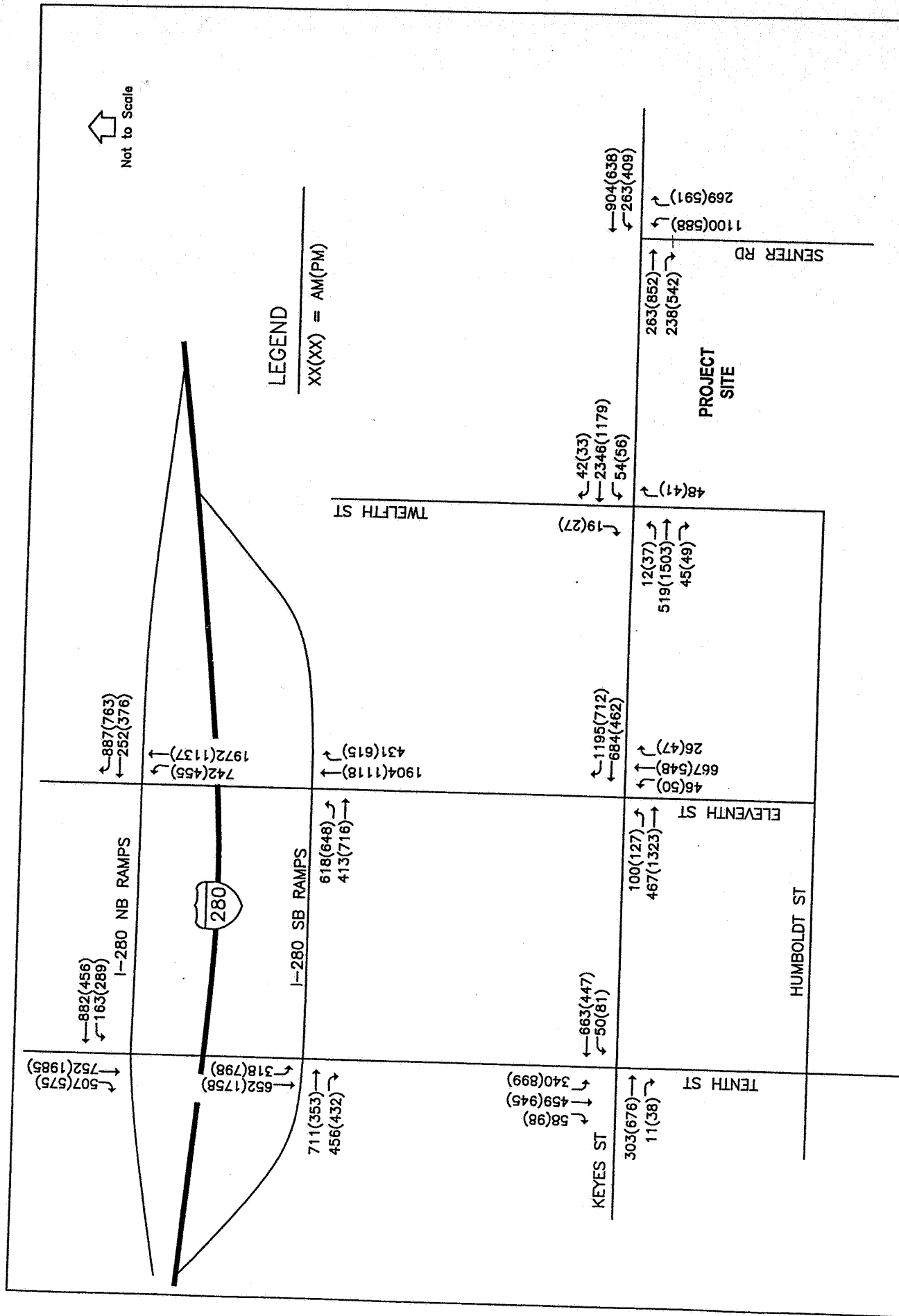


Figure 9
PROJECT TRIP ASSIGNMENT
 Twelfth & Keyes Residential Development



Hexagon
 Transportation Consultants, Inc.

Figure 10
BACKGROUND PLUS PROJECT TRAFFIC VOLUMES
 Twelfth & Keyes Residential Development

Table 5
Project Intersection Levels of Service

Intersection	Peak Hour	Background		Project Conditions			
		Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Tenth Street and I-280 (N)*	AM	10	B	10	B	0.0	0.011
	PM	9	B	9	B	0.2	0.008
Tenth Street and I-280 (S)*	AM	10	B	10	B	0.0	0.007
	PM	10	B	11	B	0.5	0.018
Eleventh Street and I-280 (N)*	AM	56	E	59	E	3.1	0.007
	PM	13	B	13	B	0.1	0.004
Eleventh Street and I-280 (S)*	AM	9	B	9	B	0.0	0.007
	PM	10	B	10	B	0.0	0.003
Tenth Street and Keyes Street	AM	17	C	17	C	0.0	0.008
	PM	21	C	21	C	0.2	0.011
Eleventh Street and Keyes Street	AM	18	C	18	C	0.0	0.016
	PM	19	C	19	C	0.3	0.017
Senter Road and Keyes Street	AM	17	C	17	C	0.0	0.002
	PM	21	C	21	C	0.0	0.002

*Denotes CMP Intersection

Other Transportation Issues

Signal Warrant Analysis

Signal warrant checks were performed at the unsignalized intersection of Twelfth Street and Keyes Street, since most of the project traffic would be concentrated at this intersection. This intersection has limited movements allowed in the northbound and southbound directions: only northbound-right and southbound-right turning movements are allowed. Signal warrants are checked in order to identify the need for a traffic signal due to conflicting movements, which would most likely be left-turning movements on the minor street conflicting with through movements on the major street. The threshold volume for the minor street approach with one lane is 100 vehicles per hour. The signal warrant checks showed that the volumes from the minor street, in this case Twelfth Street, are too low to warrant a traffic signal (they are only 40 and 36 existing vehicles and 48 and 41 vehicles under project conditions during the AM and the PM peak hours, respectively.) In addition, a second check was performed in order to identify whether the left-turning movement volumes from Keyes Street onto Twelfth Street were sufficient to warrant a traffic signal. Again, the left-turning movement volumes on Keyes Street opposing the highest approach volume are only 12 and 49 existing vehicles and 12 and 56 vehicles under project conditions during the AM and

PM peak hours respectively, not enough to warrant a traffic signal. Therefore, the study unsignalized intersection does not warrant a traffic signal. The signal warrant sheets are included in Appendix E.

Intersection Operations Analysis

For this project, an intersection operations analysis was not necessary since many of the intersections near the site are on one-way roadways. Thus, left-turn pockets are not provided, and left turn storage can utilize the entire length of the street. At the rest of the intersections, the project would not add a significant number of left-turning vehicles.

Site Access and On-Site Circulation

The project site plan proposes one access point to the site, located on Twelfth Street. This driveway, a full access driveway, would provide access to the parking garage, which would be located underground, and a small surface parking lot located at the south end of the project site, in front of the main entrance. The driveway should be designed to meet City of San Jose standards.

The project proposes a total of 156 parking spaces. One hundred and forty-five (145) of these parking spaces are designated for the residential part of the project. This is the number of parking spaces required by the City of San Jose for this type of development. The number of parking spaces needed for the coffee shop were calculated using a demand rate of 5 parking spaces per 1,000 s.f. of development and applying a 85% efficiency factor, which yields a total of about 11 parking spaces for the coffee shop. Twelve of the proposed parking spaces would be located in the surface parking lot at the south end of the project site while 144 parking spaces would be located in an underground parking garage. In addition there is on-street parking along Twelfth Street that could be utilized by customers to the coffee shop. Parking stalls and aisles should be designed to meet City of San Jose standards which accommodate passenger vehicles as well as emergency vehicles.

Currently there is a raised median on Keyes Street that prevents left-turns from Twelfth Street onto Keyes Street; only right-turns are allowed from Twelfth Street at this intersection. Based on field observations, it was estimated that project traffic leaving the site would use Humboldt Street to Eleventh Street to go westbound on Keyes Street. Project traffic going eastbound on Keyes Street would simply make a right-turn at the Twelfth/Keyes intersection.

The proposed coffee shop would generate pedestrian activity within the vicinity of the site. The site plan shows 10 ft. sidewalks on the south and the west project frontage. In addition, sidewalks are found along virtually all local roadways in the area. This will facilitate pedestrian access to the proposed development.

The site plan shows good pedestrian circulation within the development. Pedestrians can easily access both Twelfth Street and Keyes Street and the surrounding pedestrian facilities, including the existing sidewalks, bus stops, and nearby public park.

Transit, Bicycle and Pedestrian Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of 3 or 4 transit trips during the peak

hours. Given that the site is served directly by 2 bus routes, these riders easily could be accommodated by the existing service.

A city park is located within walking distance from the project site, at the southeast corner of Senter Road and Keyes Street/Story Road. This park would most likely generate pedestrian traffic from the proposed residential development. Sidewalks are found along both Keyes Street and Senter Road, with a pedestrian cross walk at the intersection of Senter and Keyes. These sidewalks are adequate to serve pedestrian demand and will facilitate pedestrian access to the existing park. No improvements are necessary.

5.

Future Growth Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions. The purpose of analyzing future growth conditions is to assess the traffic conditions that would occur at the time that the proposed development becomes occupied. For this analysis, the assumed occupancy date is May 2005. The analysis of future growth conditions is required by the CMP and includes an analysis of level of service for CMP intersections only.

Roadway Network Under Future Growth Conditions

The intersection lane configurations under future growth conditions were assumed to be the same as described under project conditions.

Future Growth Traffic Volumes

Traffic volumes under future growth conditions were estimated by applying to the existing volumes an annual growth rate of 1.2 percent, then adding the trips from approved developments and the project trips.

Intersection Levels of Service Under Future Growth Conditions

CMP Intersection Analysis

The level of service results for the CMP intersections under future growth conditions are summarized in Table 6. The results show that, measured against the CMP level of service standards, one of the CMP study intersections would operate at an unacceptable LOS F under future growth conditions. The intersection of Eleventh Street and I-280 (N) would operate at LOS F during the AM peak hour under

future growth conditions. All other CMP study intersections would operate at an acceptable LOS B or better, according to CMP standards. The future growth traffic volumes are contained in Appendix C and the intersection level of service calculations are included in Appendix D.

Table 6
CMP Intersection Levels of Service Under Future Growth Conditions

Intersection	Peak Hour	Ave. Delay	LOS
Tenth Street and I-280 (N)*	AM	10	B
	PM	9	B
Tenth Street and I-280 (S)*	AM	10	B
	PM	11	B
Eleventh Street and I-280 (N)*	AM	69	F
	PM	14	B
Eleventh Street and I-280 (S)*	AM	9	B
	PM	10	B
*Denotes CMP Intersection			

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of AM and PM peak-hour traffic conditions for seven signalized intersections and one unsignalized intersection.

The impacts of the project on signalized intersections were identified on the basis of the City of San Jose (CSJ) Level of Service standards.

The project would not have any significant impacts on the study intersections.

The project would not have any significant impacts on bicycle, pedestrian and transit facilities.

**Twelfth and Keyes Residential Development
Technical Appendices**

May 13, 2003

Appendix A
Traffic Counts

MARKS TRAFFIC DATA SERVICE

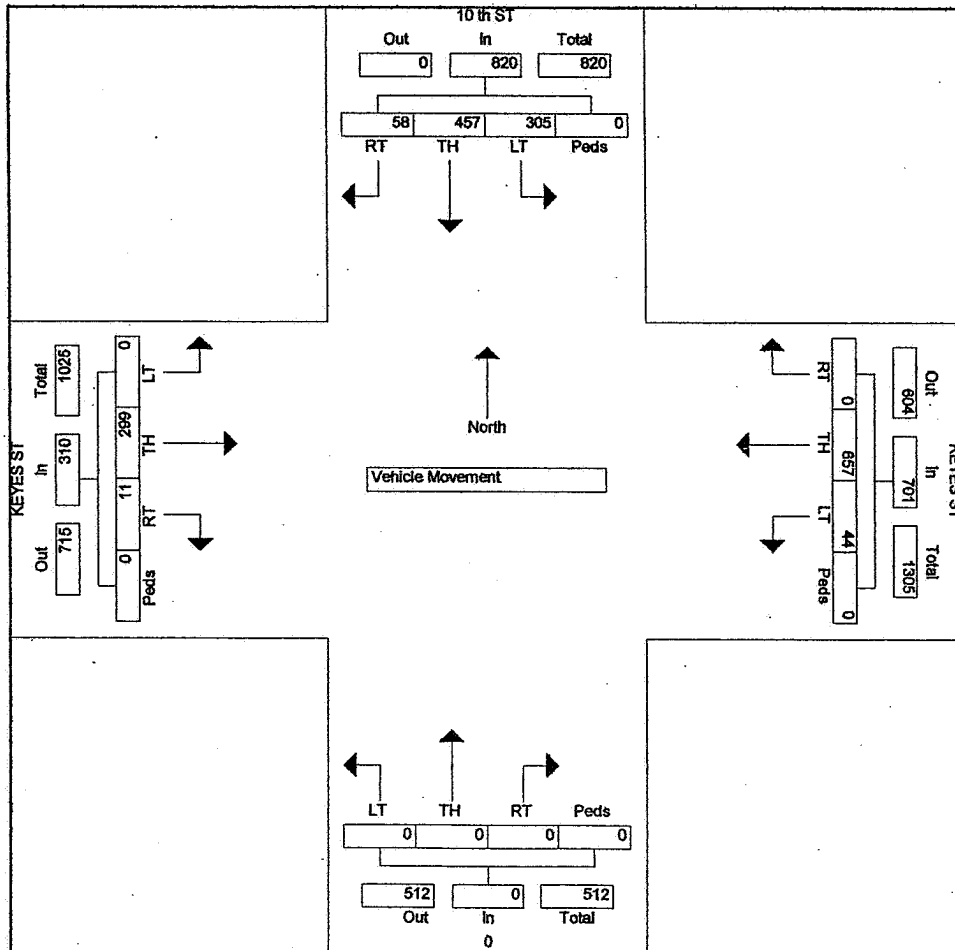
AM 01
SAN JOSE
HEX C
TITO [916] 715 - 4006

File Name : 10th.keys.a
Site Code : 00000000
Start Date : 04/08/2003
Page : 1

Groups Printed: Vehicle Movement

10 th ST Southbound					KEYES ST Westbound				0 Northbound				KEYES ST Eastbound				Int. Total
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	15	97	57	169	0	89	6	95	0	0	0	0	0	47	0	47	311
07:15	14	95	79	188	0	136	6	142	0	0	0	0	2	49	0	51	381
07:30	13	101	73	187	0	168	6	174	0	0	0	0	5	74	0	79	440
07:45	11	127	65	203	0	186	12	198	0	0	0	0	3	70	0	73	474
Total	53	420	274	747	0	579	30	609	0	0	0	0	10	240	0	250	1606
08:00	14	121	79	214	0	165	13	178	0	0	0	0	4	69	0	73	465
08:15	16	100	74	190	0	147	9	156	0	0	0	0	2	77	0	79	425
08:30	17	109	87	213	0	159	10	169	0	0	0	0	2	83	0	85	467
08:45	26	97	88	211	0	134	8	142	0	0	0	0	3	68	0	71	424
Total	73	427	328	828	0	605	40	645	0	0	0	0	11	297	0	308	1781
Grand Total	126	847	602	1575	0	1184	70	1254	0	0	0	0	21	537	0	558	3387
Apprch %	8.0	53.8	38.2		0.0	94.4	5.6		0.0	0.0	0.0		3.8	96.2	0.0		
Total %	3.7	25.0	17.8	46.5	0.0	35.0	2.1	37.0	0.0	0.0	0.0	0.0	0.6	15.9	0.0	16.5	

	10 th ST Southbound				KEYES ST Westbound				0 Northbound				KEYES ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection 07:45																	
Volume	58	457	305	820	0	657	44	701	0	0	0	0	11	299	0	310	1831
Percent	7.1	55.7	37.2		0.0	93.7	6.3		0.0	0.0	0.0		3.5	96.5	0.0		
High Int.	08:00				07:45				6:45:00 AM				08:30				07:45
Volume	17	127	87	214	0	186	13	198	0	0	0	0	4	83	0	85	474
Peak Factor				0.958				0.885								0.912	0.966



MARKS TRAFFIC DATA SERVICE

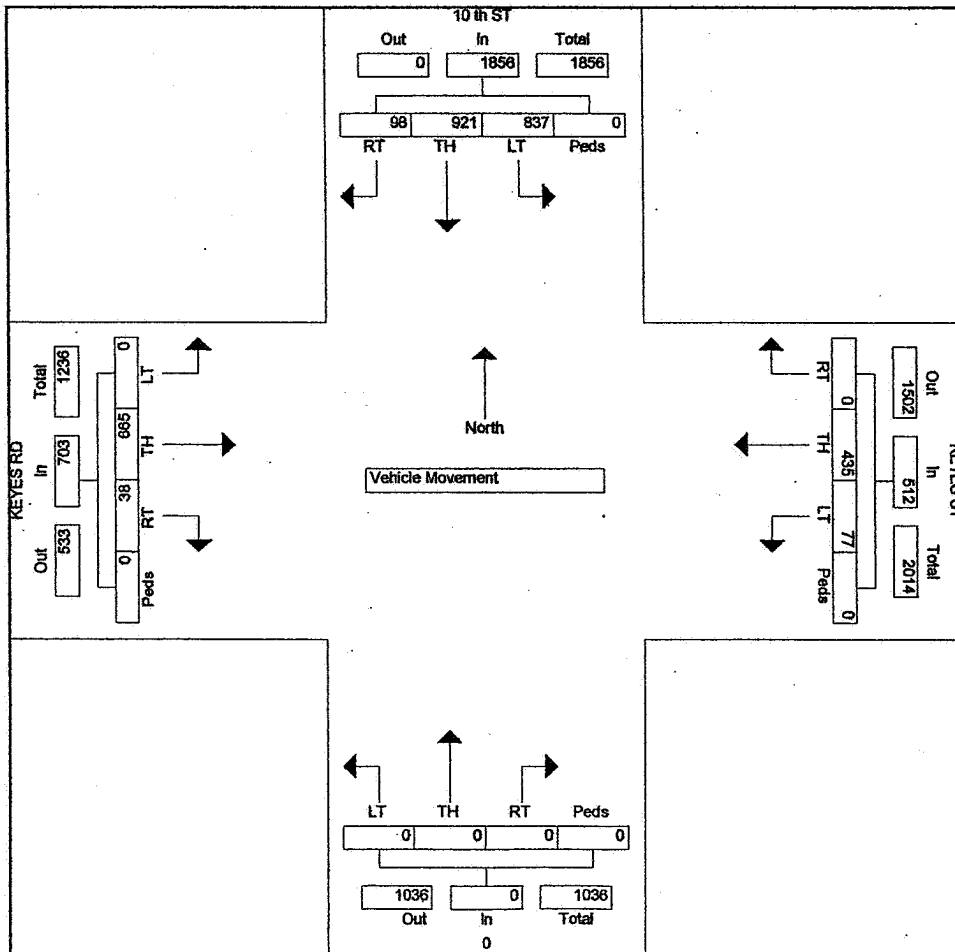
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SAN JOSE
HEX C
TITO [916] 715 - 4006

File Name : 10th.keyes.p
Site Code : 00000000
Start Date : 04/03/2003
Page : 1

Groups Printed: Vehicle Movement

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Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	20	177	192	389	0	104	20	124	0	0	0	0	10	165	0	175	688
16:15	25	167	202	394	0	105	13	118	0	0	0	0	7	169	0	176	688
16:30	28	229	212	469	0	129	26	155	0	0	0	0	6	170	0	176	800
16:45	20	250	201	471	0	100	20	120	0	0	0	0	16	165	0	181	772
Total	93	823	807	1723	0	438	79	517	0	0	0	0	39	669	0	708	2948
17:00	28	203	200	431	0	113	16	129	0	0	0	0	9	152	0	161	721
17:15	22	239	224	485	0	93	15	108	0	0	0	0	7	178	0	185	778
17:30	18	230	214	462	0	102	11	113	0	0	0	0	7	151	0	158	733
17:45	25	187	153	365	0	89	16	105	0	0	0	0	5	138	0	143	613
Total	93	859	791	1743	0	397	58	455	0	0	0	0	28	619	0	647	2845
Grand Total	186	1682	1598	3466	0	835	137	972	0	0	0	0	67	1288	0	1355	5793
Apprch %	5.4	48.5	46.1		0.0	85.9	14.1		0.0	0.0	0.0		4.9	95.1	0.0		
Total %	3.2	29.0	27.6	59.8	0.0	14.4	2.4	16.8	0.0	0.0	0.0	0.0	1.2	22.2	0.0	23.4	

	10 th ST Southbound				KEYES ST Westbound				0 Northbound				KEYES RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:30																	
Volume	98	921	837	1856	0	435	77	512	0	0	0	0	38	665	0	703	3071
Percent	5.3	49.6	45.1		0.0	85.0	15.0		0.0	0.0	0.0		5.4	94.6	0.0		
High Int. 17:15					16:30				3:45:00 PM				17:15				16:30
Volume	28	250	224	485	0	129	26	155	0	0	0	0	16	178	0	185	800
Peak Factor				0.957				0.826								0.950	0.960



MARKS TRAFFIC DATA SERVICE

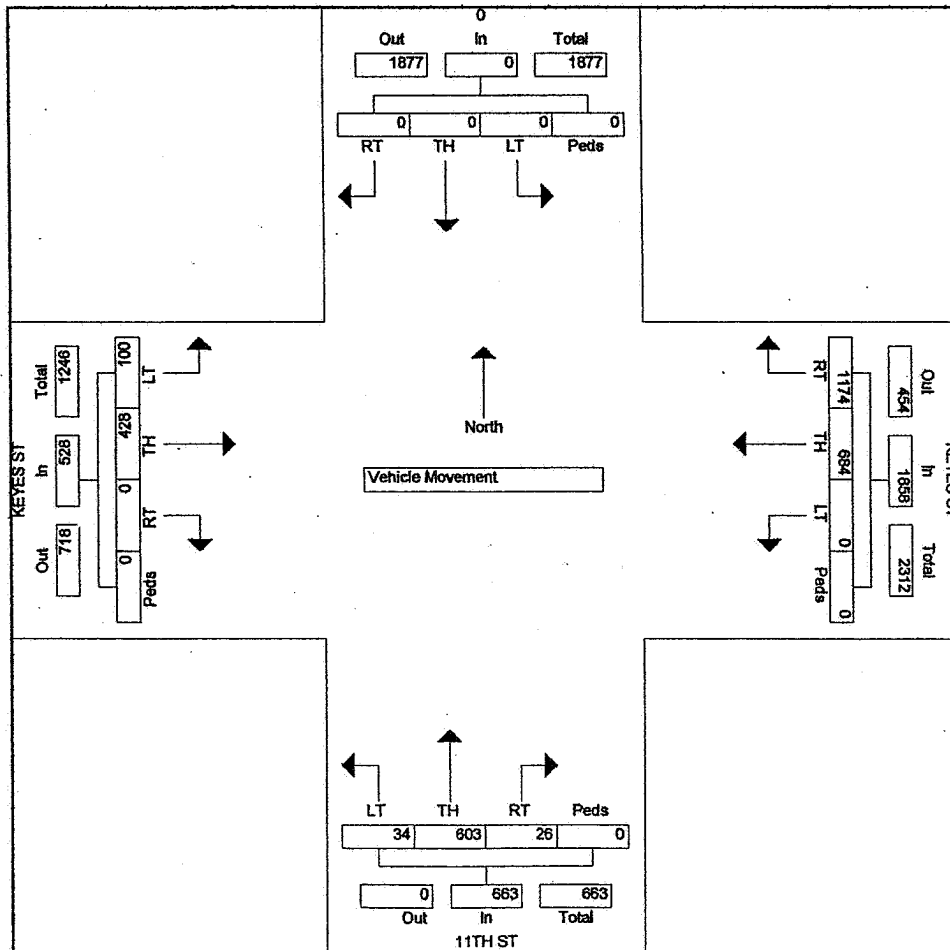
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SAN JOSE
HEX RH
TITO [916] 715 - 4006

File Name : 11th.keyes.a
Site Code : 00000000
Start Date : 04/08/2003
Page : 1

Groups Printed: Vehicle Movement

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07:00	0	0	0	0	266	90	0	356	5	149	2	156	0	81	23	104	616
07:15	0	0	0	0	311	142	0	453	7	122	5	134	0	97	16	113	700
07:30	0	0	0	0	336	169	0	505	5	163	12	180	0	105	19	124	809
07:45	0	0	0	0	297	195	0	492	5	149	8	162	0	108	22	130	784
Total	0	0	0	0	1210	596	0	1806	22	583	27	632	0	391	80	471	2909
08:00	0	0	0	0	268	170	0	438	8	148	8	164	0	106	25	131	733
08:15	0	0	0	0	273	150	0	423	8	143	6	157	0	109	34	143	723
08:30	0	0	0	0	223	139	0	362	5	144	3	152	0	124	24	148	662
08:45	0	0	0	0	244	135	0	379	4	206	5	215	0	113	17	130	724
Total	0	0	0	0	1008	594	0	1602	25	641	22	688	0	452	100	552	2842
Grand Total	0	0	0	0	2218	1190	0	3408	47	1224	49	1320	0	843	180	1023	5751
Apprch %	0.0	0.0	0.0	0.0	65.1	34.9	0.0	36.6	3.6	92.7	3.7	23.0	0.0	82.4	17.6	17.8	
Total %	0.0	0.0	0.0	0.0	38.6	20.7	0.0	59.3	0.8	21.3	0.9	23.0	0.0	14.7	3.1	17.8	

Start Time	0 Southbound				KEYES ST Westbound				11TH ST Northbound				KEYES ST Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection 07:30																	
Volume	0	0	0	0	1174	684	0	1858	26	603	34	663	0	428	100	528	3049
Percent	0.0	0.0	0.0	0.0	63.2	36.8	0.0	36.8	3.9	91.0	5.1	23.0	0.0	81.1	18.9	17.8	
High Int. 6:45:00 AM																	
Volume 07:30	0	0	0	0	336	195	0	505	8	163	12	180	0	109	34	143	809
Peak Factor								0.920				0.921				0.923	0.942



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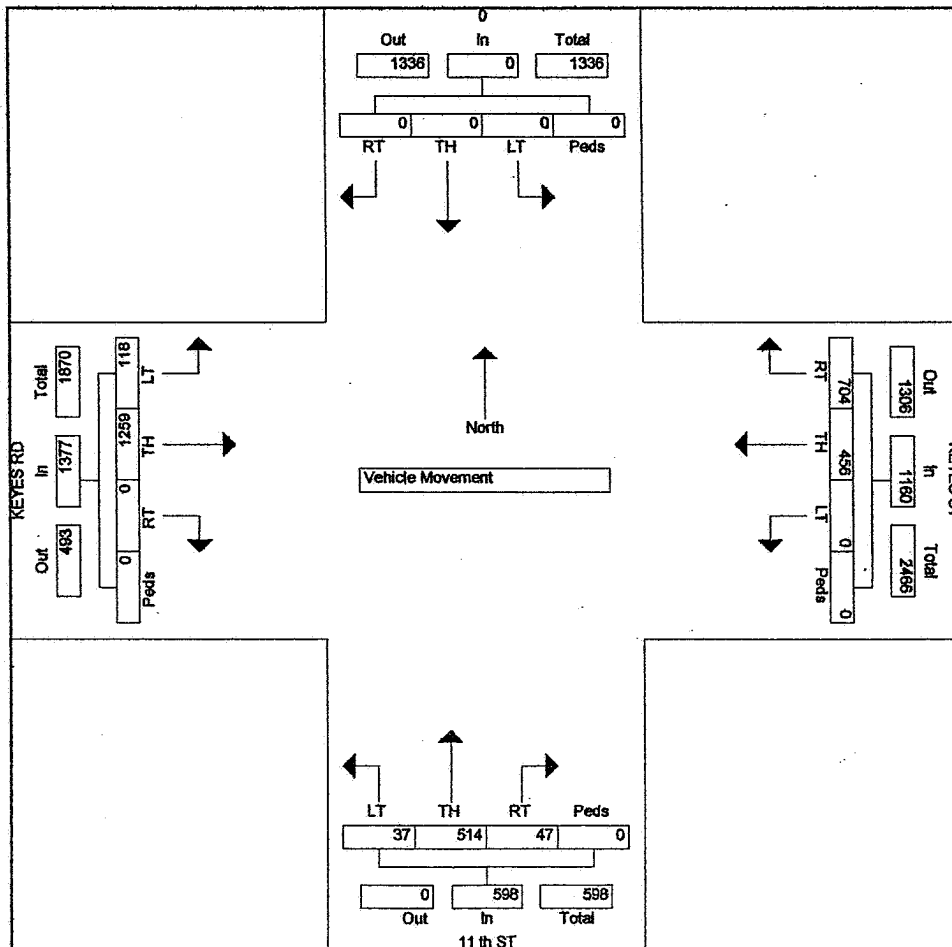
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SAN JOSE
HEX RH
TITO [916] 715 - 4006

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Start Date : 04/03/2003
Page : 1

Groups Printed: Vehicle Movement

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16:00	0	0	0	0	175	98	0	273	7	140	8	155	0	286	32	318	746
16:15	0	0	0	0	136	116	0	252	11	139	8	158	0	298	32	328	738
16:30	0	0	0	0	186	135	0	321	12	140	9	161	0	319	32	351	833
16:45	0	0	0	0	156	97	0	253	7	121	4	132	0	287	24	311	696
Total	0	0	0	0	653	446	0	1099	37	540	29	606	0	1188	120	1308	3013
17:00	0	0	0	0	189	122	0	311	12	135	8	155	0	316	27	343	809
17:15	0	0	0	0	173	102	0	275	16	118	16	150	0	337	35	372	797
17:30	0	0	0	0	165	98	0	263	13	118	12	143	0	270	28	298	704
17:45	0	0	0	0	159	101	0	260	12	121	9	142	0	268	26	294	696
Total	0	0	0	0	686	423	0	1109	53	492	45	590	0	1191	116	1307	3006
Grand Total	0	0	0	0	1339	869	0	2208	90	1032	74	1196	0	2379	236	2615	6019
Approch %	0.0	0.0	0.0		60.6	39.4	0.0		7.5	86.3	6.2		0.0	91.0	8.0		
Total %	0.0	0.0	0.0	0.0	22.2	14.4	0.0	36.7	1.5	17.1	1.2	19.9	0.0	39.5	3.9	43.4	

	0 Southbound				KEYES ST Westbound				11 th ST Northbound				KEYES RD Eastbound				Int. Total
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:30																	
Volume	0	0	0	0	704	456	0	1160	47	514	37	598	0	1259	118	1377	3135
Percent	0.0	0.0	0.0		60.7	39.3	0.0		7.9	86.0	6.2		0.0	91.4	8.6		
High Int. 3:45:00 PM					16:30				16:30				17:15				16:30
Volume	0	0	0	0	189	135	0	321	16	140	16	161	0	337	35	372	833
Peak Factor								0.903				0.929				0.925	0.941



MARKS TRAFFIC DATA SERVICE

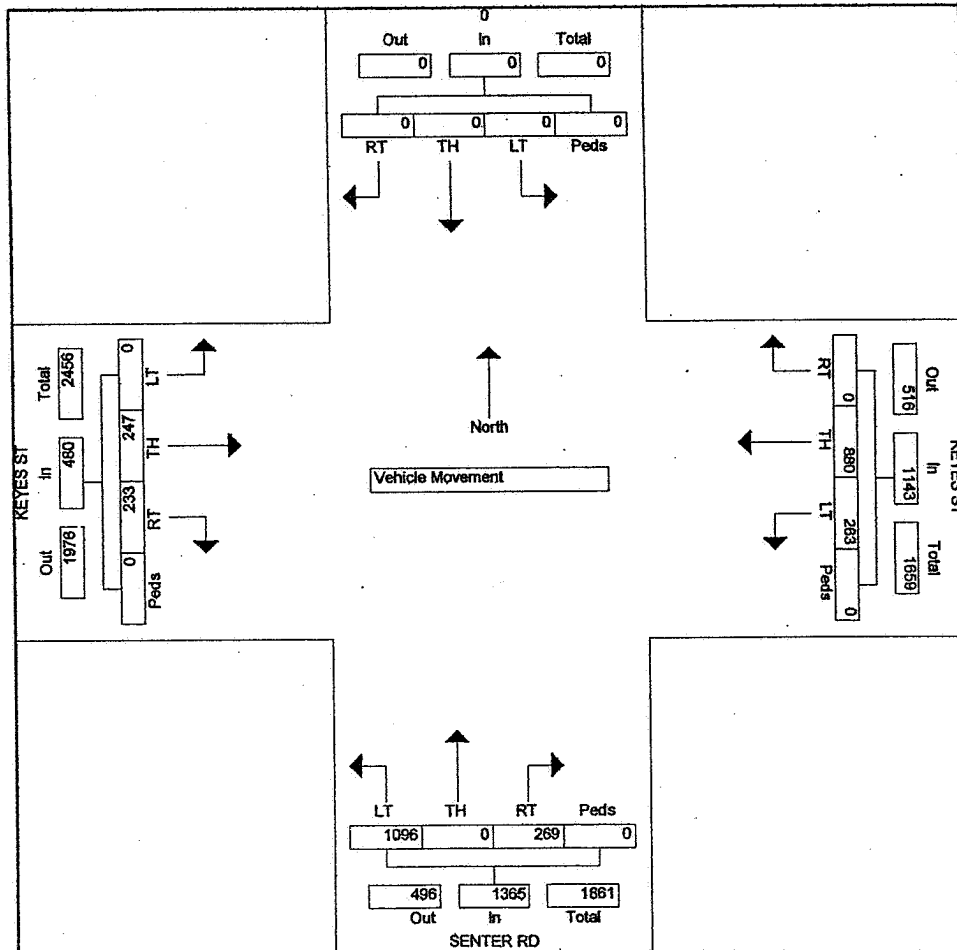
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HEX RA
PITO [916] 715 - 4006

File Name : senter.keyes.a
Site Code : 00000000
Start Date : 04/08/2003
Page : 1

Groups Printed: Vehicle Movement

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Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	168	51	219	46	0	220	266	41	47	0	88	573
07:15	0	0	0	0	0	181	47	228	55	0	289	344	57	53	0	110	682
07:30	0	0	0	0	0	216	51	267	53	0	313	366	51	64	0	115	748
07:45	0	0	0	0	0	244	68	312	79	0	302	381	66	62	0	128	821
Total	0	0	0	0	0	809	217	1026	233	0	1124	1357	215	226	0	441	2824
08:00	0	0	0	0	0	245	76	321	64	0	221	285	66	58	0	124	730
08:15	0	0	0	0	0	175	68	243	73	0	260	333	50	63	0	113	689
08:30	0	0	0	0	0	205	80	285	59	0	249	308	73	80	0	153	746
08:45	0	0	0	0	0	172	55	227	67	0	220	287	61	75	0	136	650
Total	0	0	0	0	0	797	279	1076	263	0	950	1213	250	276	0	526	2815
Grand Total	0	0	0	0	0	1606	496	2102	496	0	2074	2570	465	502	0	967	5639
Approch %	0.0	0.0	0.0		0.0	76.4	23.6		19.3	0.0	80.7		48.1	51.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	28.5	8.8	37.3	8.8	0.0	38.8	45.6	8.2	8.9	0.0	17.1	

	0 Southbound				KEYES ST Westbound				SENER RD Northbound				KEYES ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection 07:30	0	0	0	0	0	880	263	1143	269	0	1096	1365	233	247	0	480	2988
Volume	0	0	0		0	77.0	23.0		19.7	0.0	80.3		48.5	51.5	0.0		
Percent	0.0	0.0	0.0		0.0				19.7	0.0	80.3		48.5	51.5	0.0		
High Int. 6:45:00 AM					08:00				07:45				07:45				
Volume	0	0	0	0	0	245	76	321	79	0	313	381	66	64	0	128	821
Peak Factor								0.890				0.896				0.938	0.910



MARKS TRAFFIC DATA SERVICE

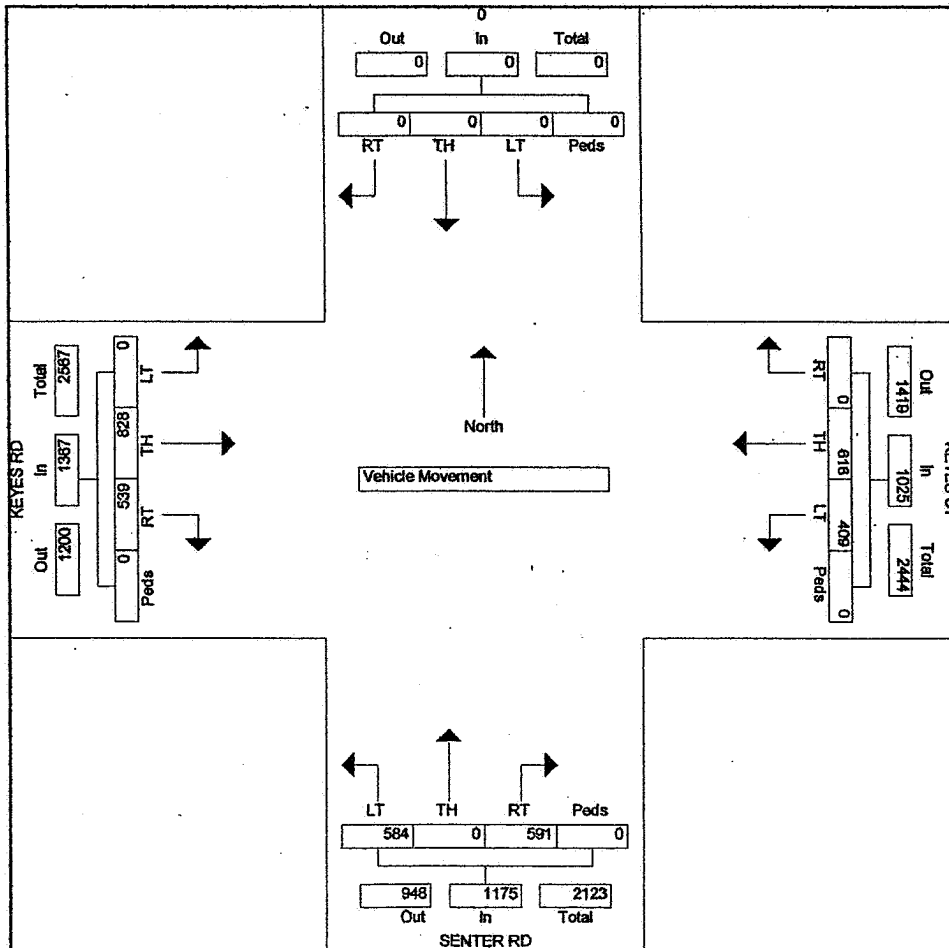
PM 03
SAN JOSE
HEX RA
TITO [916] 715 - 4006

File Name : sender.keyes.p
Site Code : 00000000
Start Date : 04/03/2003
Page : 1

Groups Printed: Vehicle Movement

	0 Southbound				KEYES ST Westbound				SENER RD Northbound				KEYES RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	0	0	0	135	86	221	98	0	131	229	113	200	0	313	763
16:15	0	0	0	0	0	154	108	262	117	0	116	233	114	214	0	328	823
16:30	0	0	0	0	0	161	100	261	169	0	156	325	130	201	0	331	917
16:45	0	0	0	0	0	133	85	218	138	0	140	278	151	218	0	369	865
Total	0	0	0	0	0	583	379	962	522	0	543	1065	508	833	0	1341	3368
17:00	0	0	0	0	0	168	116	284	167	0	172	339	144	195	0	339	962
17:15	0	0	0	0	0	111	96	207	116	0	135	251	98	221	0	319	777
17:30	0	0	0	0	0	147	105	252	112	0	137	249	132	183	0	315	816
17:45	0	0	0	0	0	134	91	225	97	0	110	207	92	178	0	270	702
Total	0	0	0	0	0	560	408	968	492	0	554	1046	466	777	0	1243	3257
Grand Total	0	0	0	0	0	1143	787	1930	1014	0	1097	2111	974	1610	0	2584	6625
Apprch %	0.0	0.0	0.0		0.0	59.2	40.8		48.0	0.0	52.0		37.7	62.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	17.3	11.9	29.1	15.3	0.0	16.6	31.9	14.7	24.3	0.0	39.0	

	0 Southbound				KEYES ST Westbound				SENER RD Northbound				KEYES RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:15																	
Volume	0	0	0	0	0	616	409	1025	591	0	584	1175	539	828	0	1367	3567
Percent	0.0	0.0	0.0		0.0	60.1	39.9		50.3	0.0	49.7		39.4	60.6	0.0		
High Int. 3:45:00 PM					17:00				17:00				16:45				17:00
Volume	0	0	0	0	0	168	116	284	169	0	172	339	151	218	0	369	962
Peak Factor								0.902				0.867				0.928	0.927



Appendix B

Approved Trips Inventory

AM APPROVED TRIPS

04/09/2003

Intersection of: 280/TENTH (S)

Traffix Node Number: 3041

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	0	0	0	17	4	0	0	0	0	0	0	0
TOTAL:	0	0	0	17	4	0	0	0	0	0	0	0
PPC 01-046	0	0	0	0	0	0	0	12	0	0	0	0
			LEFT	THRU	RIGHT							
			NORTH	17	4	0						
			EAST	0	0	0						
			SOUTH	0	0	0						
			WEST	0	0	0						
TOTAL	0	0	0	17	4	0	0	12	0	0	0	0

PM APPROVED TRIPS

04/09/2003

Intersection of: 280/TENTH (S)

Traffix Node Number: 3041

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
JOINTLIBRARY	0	0	0	17	0	0	0	0	0	0	0	0
NEWCITYHALL	0	0	0	160	36	0	0	0	0	0	0	0
TOTAL:	0	0	0	177	36	0	0	0	0	0	0	0
			LEFT	THRU	RIGHT							
			NORTH	177	36	0						
			EAST	0	0	0						
			SOUTH	0	0	0						
			WEST	0	0	0						
PPC 01-095	0	0	0	0	15	0	0	0	0	0	0	0
PPC 01-046	0	0	0	0	0	0	0	14	0	0	0	0
TOTAL				177	51	0	0	14	0	0	0	0

AM APPROVED TRIPS

04/18/2003

Intersection of: 280/ELEVENTH (N)

Traffic Node Number: 3034

[illegible]

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	164
SOUTH	0	51	0
WEST	0	0	0

PM APPROVED TRIPS

04/18/2003

Intersection of: 280/ELEVENTH (N)

Traffic Node Number: 3034

[illegible]

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	81
SOUTH	0	19	0
WEST	0	0	0

[illegible]

AM APPROVED TRIPS

04/09/2003

Intersection of: 280/ELEVENTH (S)
 Trafix Node Number: 3035

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	0	41	0	0	0	0	0	17	0	0	0	0
PDC01-03-046	0	2	0	0	0	0	9	3	0	0	0	0
TOTAL:	0	43	0	0	0	0	9	3	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	43	0
WEST	9	3	0

PM APPROVED TRIPS

04/09/2003

Intersection of: 280/ELEVENTH (S)
 Trafix Node Number: 3035

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
JOINTLIBRARY	0	0	0	0	0	0	0	17	0	0	0	0
NEWCITYHALL	0	15	0	0	0	0	0	16	0	0	0	0
PDC01-03-046	0	1	0	0	0	0	3	11	0	0	0	0
TOTAL:	0	16	0	0	0	0	3	28	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	16	0
WEST	3	28	0

PDC01-095

	0	9	0	0	0	0	0	0	0	0	0	0
TOTAL	0	25	0	0	0	0	3	108	0	0	0	0

AM APPROVED TRIPS

04/09/2003

Intersection of: KEYES/TENTH

Traffix Node Number: 3619

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	0	0	0	2	2	0	0	0	0	0	0	0
TOTAL:	0	0	0	2	2	0	0	0	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	2	2	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM APPROVED TRIPS

04/09/2003

Intersection of: KEYES/TENTH

Traffix Node Number: 3619

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	0	0	0	18	18	0	0	0	0	0	0	0
PDC01-10-095	0	0	0	9	6	0	0	6	0	0	9	0
TOTAL:	0	0	0	27	24	0	0	6	0	0	9	0

	LEFT	THRU	RIGHT
NORTH	27	24	0
EAST	0	9	0
SOUTH	0	0	0
WEST	0	6	0

OK

AM APPROVED TRIPS

04/09/2003

Intersection of: ELEVENTH/KEYES

Traffix Node Number: 3472

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	071	020	0	0	0	0	0	2	0	0	0	21
TOTAL	21	0	0	0	0	0	0	2	0	0	0	21
PDC01-046	0	2	0	0	0	0	0	0	0	0	0	0
	LEFT			THRU		RIGHT						
	NORTH			0	0	0						
	EAST			0	0	21						
	SOUTH			21	0	0						
	WEST			0	2	0						
TOTAL	0	22	0	0	0	0	0	2	0	0	0	21

PM APPROVED TRIPS

04/09/2003

Intersection of: ELEVENTH/KEYES

Traffix Node Number: 3472

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL	08	07	0	0	0	0	0	18	0	0	0	8
PDC01-10-095	6	0	0	0	0	0	9	6	0	0	6	0
TOTAL:	14	0	0	0	0	0	9	24	0	0	6	8
	LEFT THRU RIGHT											
NORTH			0	0	0							
EAST			0	6	8							
SOUTH			14	0	0							
WEST			9	24	0							
PDC 01-046	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL	6	8	0	0	0	0	9	24	0	0	6	8

AM APPROVED TRIPS

04/09/2003

Intersection of: KEYES/SENER

Traffix Node Number: 3617

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-10-103	0	0	0	0	0	0	0	13	0	0	22	0
TOTAL:	0	0	0	0	0	0	0	13	0	0	22	0
	LEFT			THRU		RIGHT						
NORTH	0			0		0						
EAST	0			22		0						
SOUTH	0			0		0						
WEST	0			13		0						

PM APPROVED TRIPS

04/09/2003

Intersection of: KEYES/SENER

Traffix Node Number: 3617

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-10-103	0	0	0	0	0	0	0	22	0	0	13	0
TOTAL:	0	0	0	0	0	0	0	22	0	0	13	0
	LEFT			THRU		RIGHT						
NORTH	0			0		0						
EAST	0			13		0						
SOUTH	0			0		0						
WEST	0			22		0						

PDC01-095 0 0 0 0 0 0 0 0 0 0 0 6 0

TOTAL 0 0 0 0 0 0 0 0 22 0 0 19 0

Appendix C

Volume Summary Tables

Twelfth and Keyes Residential TIA

79 Apartment Units
2,500 s.f. Coffee Shop

3040

Intersection Name: Tenth Street & I-280 (N)
 Peak Hour: AM
 Scenario: 0
 (S.J) Growth Factor: 0.003
 (S.J) Number of Months: 0.0
 Date of Analysis: 5/12/03
 Count Date: 9/25/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	507	727	0	0	851	158	0	0	0	0	0	0
Redist. of existing												
Approved Trips	0	21	0	0	0	0	0	0	0	0	0	0
Background Conditions	507	748	0	0	851	158	0	0	0	0	0	0
Project Trips	0	4	0	0	31	5	0	0	0	0	0	0
Project Conditions	507	752	0	0	882	163	0	0	0	0	0	0
Future Growth Conditions	519	769	0	0	902	167	0	0	0	0	0	0

3041

Intersection Name: Tenth Street & I-280 (S)
 Peak Hour: AM
 Scenario: 0
 (S.J) Growth Factor: 0.003
 (S.J) Number of Months: 0.0
 Date of Analysis: 5/12/03
 Count Date: 9/26/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	639	301	0	0	0	0	0	0	432	699	0
Redist. of existing												
Approved Trips	0	4	17	0	0	0	0	0	0	0	12	0
Background Conditions	0	643	318	0	0	0	0	0	0	432	711	0
Project Trips	0	9	0	0	0	0	0	0	0	24	0	0
Project Conditions	0	652	318	0	0	0	0	0	0	456	711	0
Future Growth Conditions	0	667	325	0	0	0	0	0	0	466	728	0

Twelfth And Keyes Residential TIA

79 Apartment Units
3,500 s.f. Coffee Shop

3040
 Intersection Name: Tenth Street & I-280 (N)
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 9/25/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	575	1753	0	0	437	284	0	0	0	0	0	0
Redist. of existing												
Approved Trips	0	228	0	0	0	0	0	0	0	0	0	0
Background Conditions	575	1981	0	0	437	284	0	0	0	0	0	0
Project Trips	0	4	0	0	19	5	0	0	0	0	0	0
Project Conditions	575	1985	0	0	456	289	0	0	0	0	0	0
Future Growth Conditions	589	2027	0	0	466	296	0	0	0	0	0	0

3041
 Intersection Name: Tenth Street & I-280 (S)
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 9/26/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1698	621	0	0	0	0	0	0	406	339	0
Redist. of existing												
Approved Trips	0	51	177	0	0	0	0	0	0	0	14	0
Background Conditions	0	1749	798	0	0	0	0	0	0	406	353	0
Project Trips	0	9	0	0	0	0	0	0	0	26	0	0
Project Conditions	0	1758	798	0	0	0	0	0	0	432	353	0
Future Growth Conditions	0	1799	813	0	0	0	0	0	0	442	361	0

Twelfth and Keyes Residential TIA

79 Apartment Units
2,500 s.f. Coffee Shop

3034

Intersection Name: Eleventh Street & I-280 (N)

Peak Hour: AM

Date of Analysis: 5/12/03

Scenario: Count Date: 10/31/02

(S.J.) Growth Factor: 0.003 Future Growth % Per Year: 0.012

(S.J.) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	723	247	0	0	1915	711	0	0	0
Redist. of existing												
Approved Trips	0	0	0	164	0	0	0	52	0	0	0	0
Background Conditions	0	0	0	887	247	0	0	1967	711	0	0	0
Project Trips	0	0	0	0	5	0	0	5	31	0	0	0
Project Conditions	0	0	0	887	252	0	0	1972	742	0	0	0
Future Growth Conditions	0	0	0	904	258	0	0	2018	759	0	0	0

3035

Intersection Name: Eleventh Street & I-280 (S)

Peak Hour: AM

Date of Analysis: 5/12/03

Scenario: Count Date: 9/24/02

(S.J.) Growth Factor: 0.003 Future Growth % Per Year: 0.012

(S.J.) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	425	1825	0	0	393	609
Redist. of existing												
Approved Trips	0	0	0	0	0	0	0	43	0	0	20	9
Background Conditions	0	0	0	0	0	0	425	1868	0	0	413	618
Project Trips	0	0	0	0	0	0	6	36	0	0	0	0
Project Conditions	0	0	0	0	0	0	431	1904	0	0	413	618
Future Growth Conditions	0	0	0	0	0	0	441	1948	0	0	422	633

Twelfth And Keyes Residential TIA

79 Apartment Units
3,500 s.f. Coffee Shop

3034

Intersection Name: Eleventh Street & I-280 (N)
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 9/19/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	682	371	0	0	1106	436	0	0	0
Redist. of existing												
Approved Trips	0	0	0	81	0	0	0	28	0	0	0	0
Background Conditions	0	0	0	763	371	0	0	1134	436	0	0	0
Project Trips	0	0	0	0	5	0	0	3	19	0	0	0
Project Conditions	0	0	0	763	376	0	0	1137	455	0	0	0
Future Growth Conditions	0	0	0	779	385	0	0	1164	465	0	0	0

3035

Intersection Name: Eleventh Street & I-280 (S)
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 9/24/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	611	1071	0	0	528	645
Redist. of existing												
Approved Trips	0	0	0	0	0	0	0	25	0	0	188	3
Background Conditions	0	0	0	0	0	0	611	1096	0	0	716	648
Project Trips	0	0	0	0	0	0	4	22	0	0	0	0
Project Conditions	0	0	0	0	0	0	615	1118	0	0	716	648
Future Growth Conditions	0	0	0	0	0	0	630	1144	0	0	729	663

Twelfth and Keyes Residential TIA

79 Apartment Units
2,500 s.f. Coffee Shop

3619

Intersection Name: Tenth Street & Keyes Street
 Peak Hour: AM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/08/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	58	457	305	0	657	44	0	0	0	11	299	0
Redist. of existing												
Approved Trips	0	2	2	0	0	0	0	0	0	0	0	0
Background Conditions	58	459	307	0	657	44	0	0	0	11	299	0
Project Trips	0	0	33	0	6	6	0	0	0	0	4	0
Project Conditions	58	459	340	0	663	50	0	0	0	11	303	0
Future Growth Conditions	59	470	347	0	679	51	0	0	0	11	310	0

3472

Intersection Name: Eleventh Street & Keyes Street
 Peak Hour: AM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/08/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	1174	684	0	26	603	34	0	428	100
Redist. of existing												
Approved Trips	0	0	0	21	0	0	0	22	0	0	2	0
Background Conditions	0	0	0	1195	684	0	26	625	34	0	430	100
Project Trips	0	0	0	0	0	0	0	42	12	0	37	0
Project Conditions	0	0	0	1195	684	0	26	667	46	0	467	100
Future Growth Conditions	0	0	0	1223	700	0	27	681	47	0	477	102

Twelfth And Keyes Residential TIA

79 Apartment Units
3,500 s.f. Coffee Shop

3619

Intersection Name: Tenth Street & Keyes Street
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/03/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	98	921	837	0	435	77	0	0	0	38	665	0
Redist. of existing												
Approved Trips	0	24	27	0	9	0	0	0	0	0	6	0
Background Conditions	98	945	864	0	444	77	0	0	0	38	671	0
Project Trips	0	0	35	0	3	4	0	0	0	0	5	0
Project Conditions	98	945	899	0	447	81	0	0	0	38	676	0
Future Growth Conditions	100	967	919	0	457	83	0	0	0	39	692	0

3472

Intersection Name: Eleventh Street & Keyes Street
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/03/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	704	456	0	47	514	37	0	1259	118
Redist. of existing												
Approved Trips	0	0	0	8	6	0	0	8	6	0	24	9
Background Conditions	0	0	0	712	462	0	47	522	43	0	1283	127
Project Trips	0	0	0	0	0	0	0	26	7	0	40	0
Project Conditions	0	0	0	712	462	0	47	548	50	0	1323	127
Future Growth Conditions	0	0	0	729	473	0	48	560	51	0	1353	130

Twelfth and Keyes Residential TIA

79 Apartment Units
2,500 s.f. Coffee Shop

3617

Intersection Name: Senter Road & Keyes Street
 Peak Hour: AM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/08/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	880	263	269	0	1096	233	247	0
Redist. of existing												
Approved Trips	0	0	0	0	22	0	0	0	0	0	13	0
Background Conditions	0	0	0	0	902	263	269	0	1096	233	260	0
Project Trips	0	0	0	0	2	0	0	0	4	5	3	0
Project Conditions	0	0	0	0	904	263	269	0	1100	238	263	0
Future Growth Conditions	0	0	0	0	925	269	275	0	1126	244	269	0

1000

Intersection Name: Twelfth Street & Keyes Street
 Peak Hour: AM Date of Analysis: 5/12/03
 Scenario: Count Date: 3/19/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	19	0	0	42	2346	48	40	0	0	8	519	12
Redist. of existing												
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	19	0	0	42	2346	48	40	0	0	8	519	12
Project Trips	0	0	0	0	0	6	8	0	0	37	0	0
Project Conditions	19	0	0	42	2346	54	48	0	0	45	519	12
Future Growth Conditions	19	0	0	43	2402	55	49	0	0	45	531	12

Twelfth And Keyes Residential TIA

79 Apartment Units
3,500 s.f. Coffee Shop

3617

Intersection Name: Senter Road & Keyes Street
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 4/03/03
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	616	409	591	0	584	539	828	0
Redist. of existing												
Approved Trips	0	0	0	0	19	0	0	0	0	0	22	0
Background Conditions	0	0	0	0	635	409	591	0	584	539	850	0
Project Trips	0	0	0	0	3	0	0	0	4	3	2	0
Project Conditions	0	0	0	0	638	409	591	0	588	542	852	0
Future Growth Conditions	0	0	0	0	653	419	605	0	602	555	872	0

1000

Intersection Name: Twelfth Street & Keyes Street
 Peak Hour: PM Date of Analysis: 5/12/03
 Scenario: Count Date: 3/20/02
 (SJ) Growth Factor: 0.003 Future Growth % Per Yea 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	27	0	0	33	1179	49	36	0	0	9	1503	37
Redist. of existing												
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	27	0	0	33	1179	49	36	0	0	9	1503	37
Project Trips	0	0	0	0	0	7	5	0	0	40	0	0
Project Conditions	27	0	0	33	1179	56	41	0	0	49	1503	37
Future Growth Conditions	28	0	0	34	1207	57	42	0	0	49	1539	38

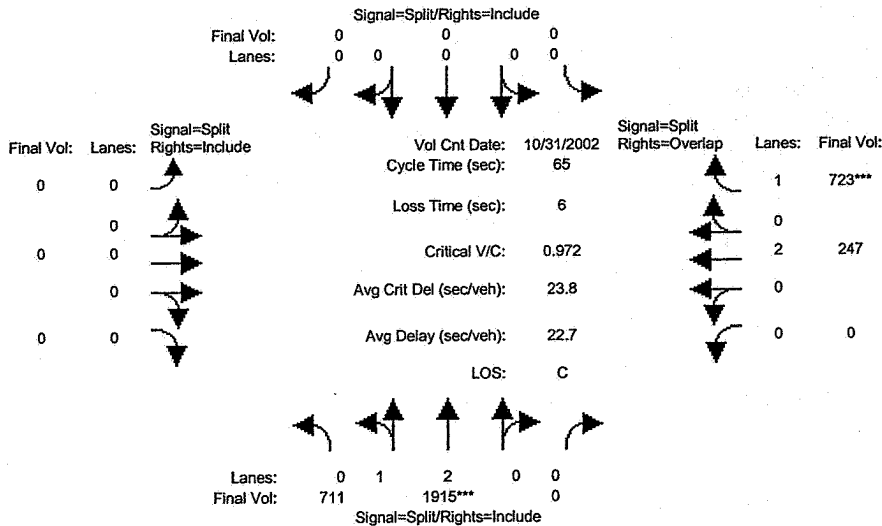
Appendix D

Level of Service Calculations

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3034: 280/11TH (N)

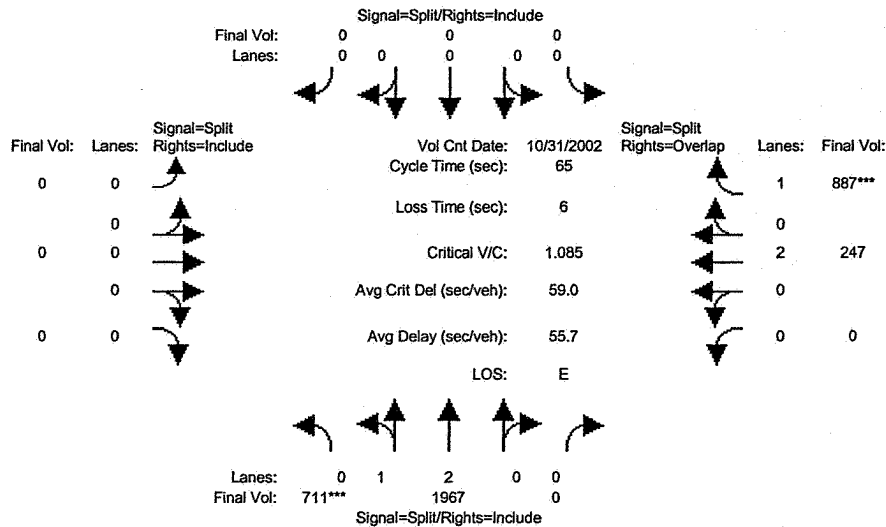


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 31 Oct 2002 << 7:15-8:15AM												
Base Vol:	711	1915	0	0	0	0	0	0	0	0	247	723
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	1915	0	0	0	0	0	0	0	0	247	723
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	711	1915	0	0	0	0	0	0	0	0	247	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	1915	0	0	0	0	0	0	0	0	247	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	1915	0	0	0	0	0	0	0	0	247	723
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	711	1915	0	0	0	0	0	0	0	0	247	723
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.84	2.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1515	4082	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.4	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	27.6
Volume/Cap:	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.97
Delay/Veh:	21.1	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	33.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	33.4
DesignQueue:	15	41	0	0	0	0	0	0	0	0	5	17

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3034: 280/11TH (N)

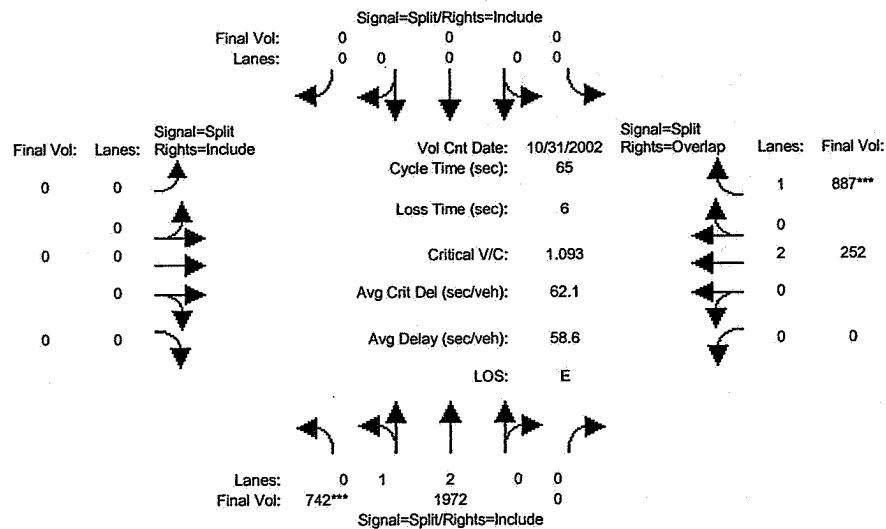


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 31 Oct 2002 << 7:15-8:15AM												
Base Vol:	711	1915	0	0	0	0	0	0	0	0	247	723
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	1915	0	0	0	0	0	0	0	0	247	723
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	52	0	0	0	0	0	0	0	0	0	164
Initial Fut:	711	1967	0	0	0	0	0	0	0	0	247	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	1967	0	0	0	0	0	0	0	0	247	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	1967	0	0	0	0	0	0	0	0	247	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	711	1967	0	0	0	0	0	0	0	0	247	887
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.83	2.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1486	4111	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.51
Crit Moves:	****											****
Green Time:	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.4	30.4
Volume/Cap:	1.09	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	1.09
Delay/Veh:	56.7	56.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	66.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	66.1
DesignQueue:	16	45	0	0	0	0	0	0	0	0	5	19

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3034: 280/11TH (N)

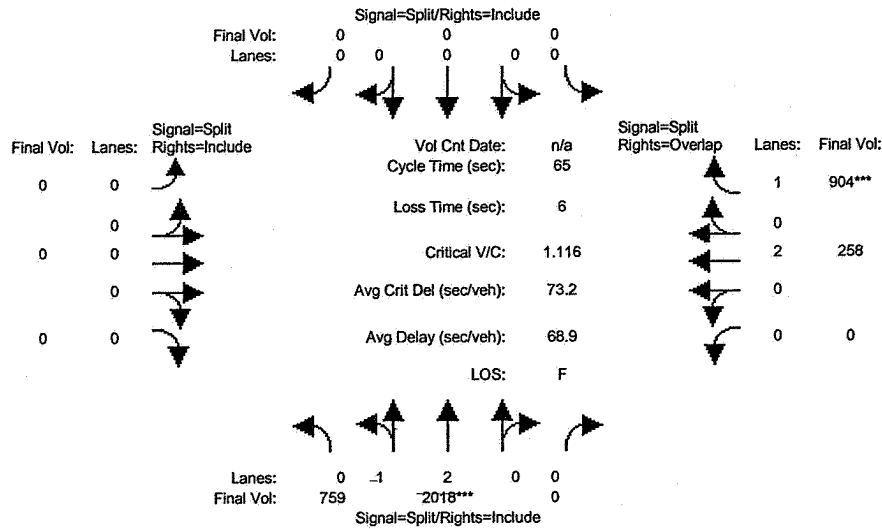


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 31 Oct 2002 << 7:15-8:15AM												
Base Vol:	711	1915	0	0	0	0	0	0	0	0	247	723
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	1915	0	0	0	0	0	0	0	0	247	723
Added Vol:	31	5	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	52	0	0	0	0	0	0	0	0	0	164
Initial Fut:	742	1972	0	0	0	0	0	0	0	0	252	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	1972	0	0	0	0	0	0	0	0	252	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	1972	0	0	0	0	0	0	0	0	252	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	742	1972	0	0	0	0	0	0	0	0	252	887
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.85	2.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1530	4067	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.51
Crit Moves:	****											****
Green Time:	28.8	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	30.2
Volume/Cap:	1.09	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	1.09
Delay/Veh:	59.8	59.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	69.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	59.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	69.4
DesignQueue:	17	45	0	0	0	0	0	0	0	0	5	20

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3034: 280/11TH (N)

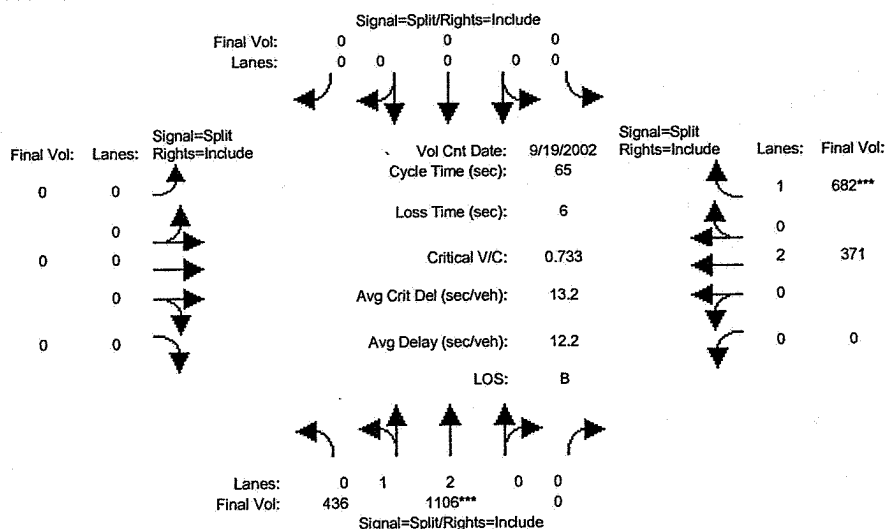


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module:												
Base Vol:	759	2018	0	0	0	0	0	0	0	0	258	904
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	759	2018	0	0	0	0	0	0	0	0	258	904
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	759	2018	0	0	0	0	0	0	0	0	258	904
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	759	2018	0	0	0	0	0	0	0	0	258	904
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	759	2018	0	0	0	0	0	0	0	0	258	904
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	759	2018	0	0	0	0	0	0	0	0	258	904
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.85	2.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1530	4067	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.52
Crit Moves:	****											
Green Time:	28.9	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.1	30.1
Volume/Cap:	1.12	1.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	1.12
Delay/Veh:	70.9	70.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	80.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	70.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	80.2
DesignQueue:	17	47	0	0	0	0	0	0	0	0	5	20

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3034: 280/11TH (N)

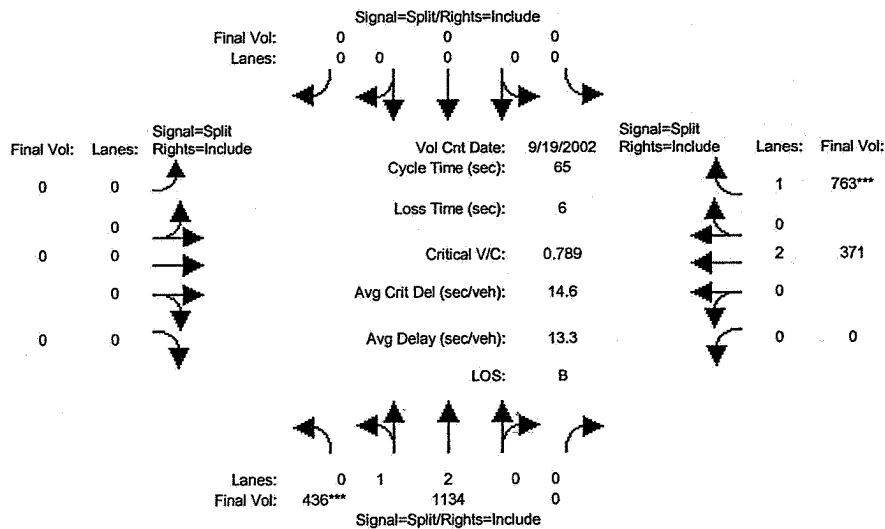


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 19 Sep 2002 << 5:00-6:00PM												
Base Vol:	436	1106	0	0	0	0	0	0	0	0	371	682
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	1106	0	0	0	0	0	0	0	0	371	682
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	1106	0	0	0	0	0	0	0	0	371	682
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	1106	0	0	0	0	0	0	0	0	371	682
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	1106	0	0	0	0	0	0	0	0	371	682
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	436	1106	0	0	0	0	0	0	0	0	371	682
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.88	2.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	4015	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.39
Crit Moves:	****											
Green Time:	24.4	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.6	34.6
Volume/Cap:	0.73	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.73
Delay/Veh:	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	11.0
DesignQueue:	11	27	0	0	0	0	0	0	0	0	6	13

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3034: 280/11TH (N)

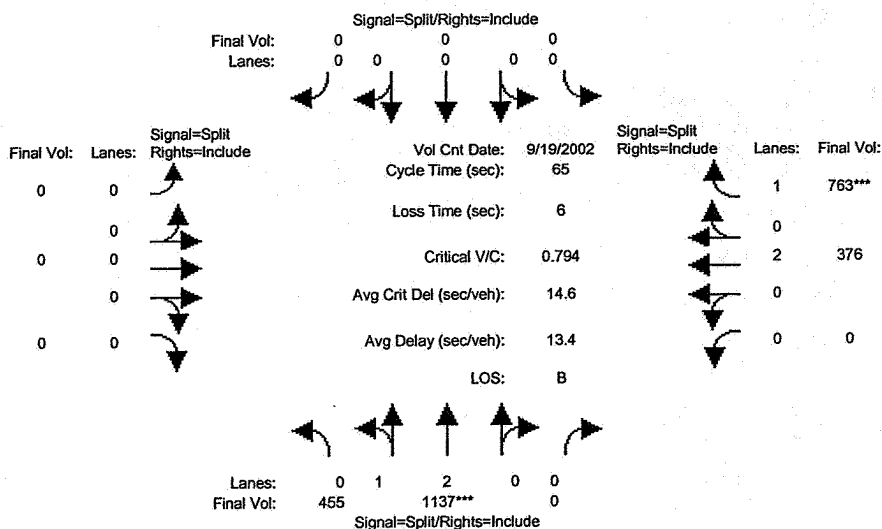


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 19 Sep 2002 << 5:00-6:00PM												
Base Vol:	436	1106	0	0	0	0	0	0	0	0	371	682
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	1106	0	0	0	0	0	0	0	0	371	682
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	28	0	0	0	0	0	0	0	0	0	81
Initial Fut:	436	1134	0	0	0	0	0	0	0	0	371	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	1134	0	0	0	0	0	0	0	0	371	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	1134	0	0	0	0	0	0	0	0	371	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	436	1134	0	0	0	0	0	0	0	0	371	763
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.86	2.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1554	4043	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.44
Crit Moves:	****											****
Green Time:	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9	35.9
Volume/Cap:	0.79	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.79
Delay/Veh:	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	11.9
DesignQueue:	11	28	0	0	0	0	0	0	0	0	6	14

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3034: 280/11TH (N)

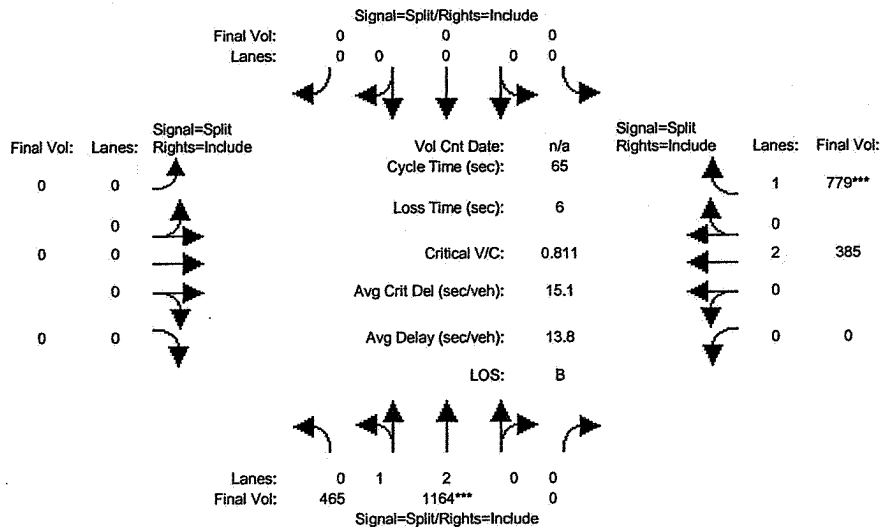


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module: >> Count Date: 19 Sep 2002 << 5:00-6:00PM												
Base Vol:	436	1106	0	0	0	0	0	0	0	0	371	682
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	1106	0	0	0	0	0	0	0	0	371	682
Added Vcl:	19	3	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	28	0	0	0	0	0	0	0	0	0	81
Initial Fut:	455	1137	0	0	0	0	0	0	0	0	376	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1137	0	0	0	0	0	0	0	0	376	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1137	0	0	0	0	0	0	0	0	376	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	455	1137	0	0	0	0	0	0	0	0	376	763
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.89	2.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1600	3997	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.7	35.7
Volume/Cap:	0.79	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.79
Delay/Veh:	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	12.1
DesignQueue:	11	28	0	0	0	0	0	0	0	0	6	14

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3034: 280/11TH (N)

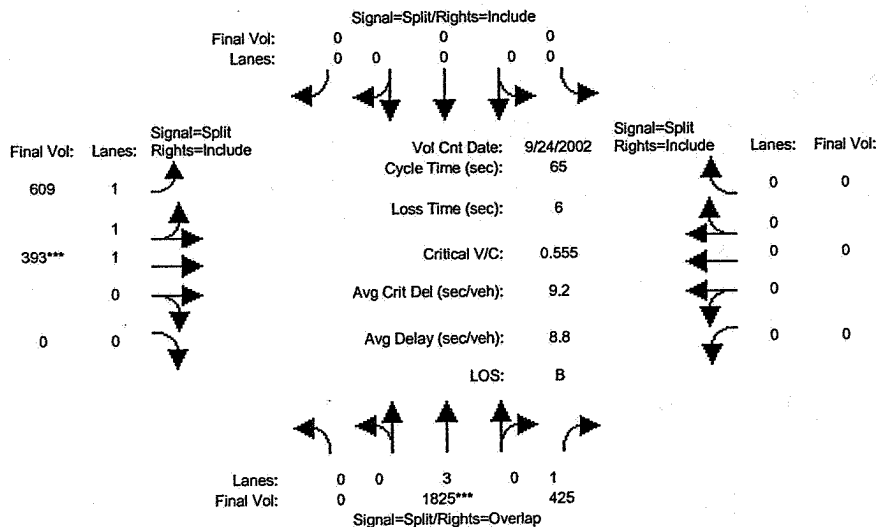


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Volume Module:												
Base Vol:	465	1164	0	0	0	0	0	0	0	0	385	779
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	1164	0	0	0	0	0	0	0	0	385	779
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	1164	0	0	0	0	0	0	0	0	385	779
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	1164	0	0	0	0	0	0	0	0	385	779
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1164	0	0	0	0	0	0	0	0	385	779
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	465	1164	0	0	0	0	0	0	0	0	385	779
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.89	2.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1598	3999	0	0	0	0	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.7	35.7
Volume/Cap:	0.81	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.81
Delay/Veh:	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	12.8
DesignQueue:	12	29	0	0	0	0	0	0	0	0	6	14

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3035: 280/11TH (S)

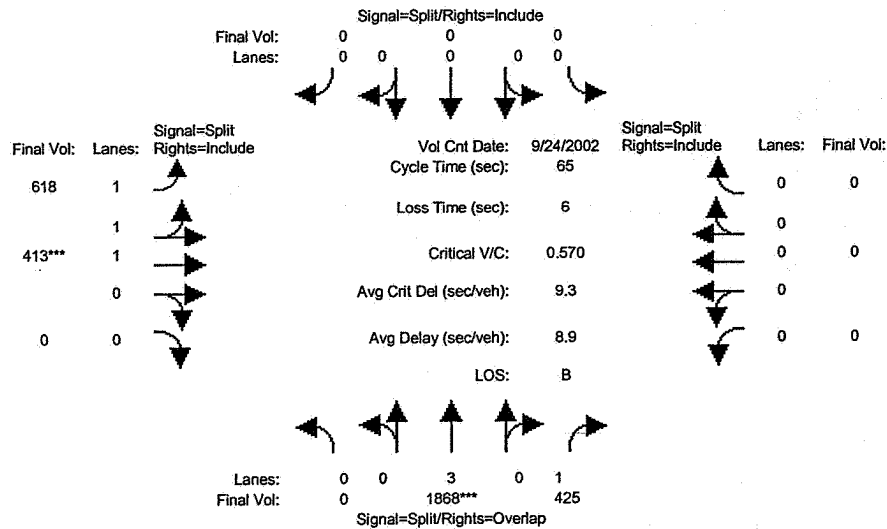


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	1825	425	0	0	0	609	393	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1825	425	0	0	0	609	393	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1825	425	0	0	0	609	393	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1825	425	0	0	0	609	393	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1825	425	0	0	0	609	393	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1825	425	0	0	0	609	393	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.05	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.87	1.13	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3309	2136	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.24	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	37.5	37.5	0.0	0.0	0.0	21.5	21.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.42	0.00	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	6.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	6.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	0.0	0.0
DesignQueue:	0	30	7	0	0	0	15	10	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3035: 280/11TH (S)

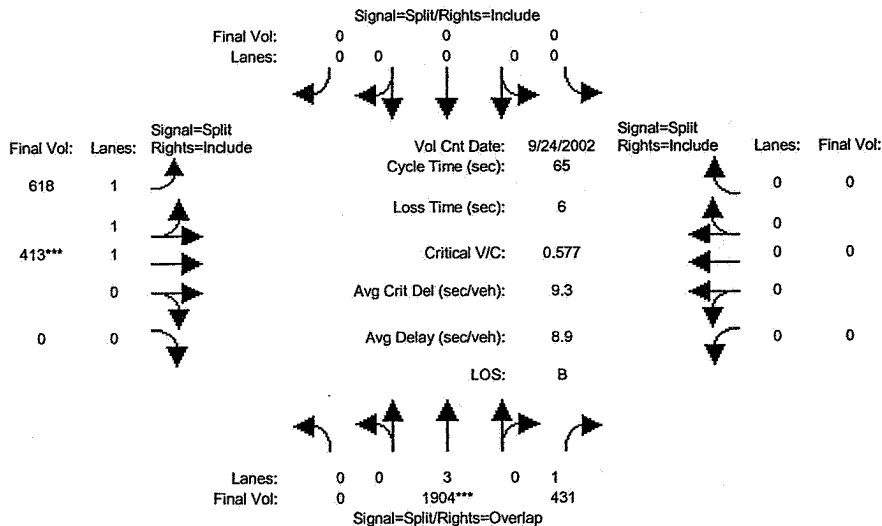


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	1825	425	0	0	0	609	393	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1825	425	0	0	0	609	393	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	43	0	0	0	0	9	20	0	0	0	0
Initial Fut:	0	1868	425	0	0	0	618	413	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1868	425	0	0	0	618	413	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1868	425	0	0	0	618	413	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1868	425	0	0	0	618	413	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.05	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.84	1.16	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3264	2181	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.24	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	37.4	37.4	0.0	0.0	0.0	21.6	21.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.42	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	6.1	0.0	0.0	0.0	13.9	13.9	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.1	0.0	0.0	0.0	13.9	13.9	0.0	0.0	0.0	0.0
DesignQueue:	0	31	7	0	0	0	16	10	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3035: 280/11TH (S)

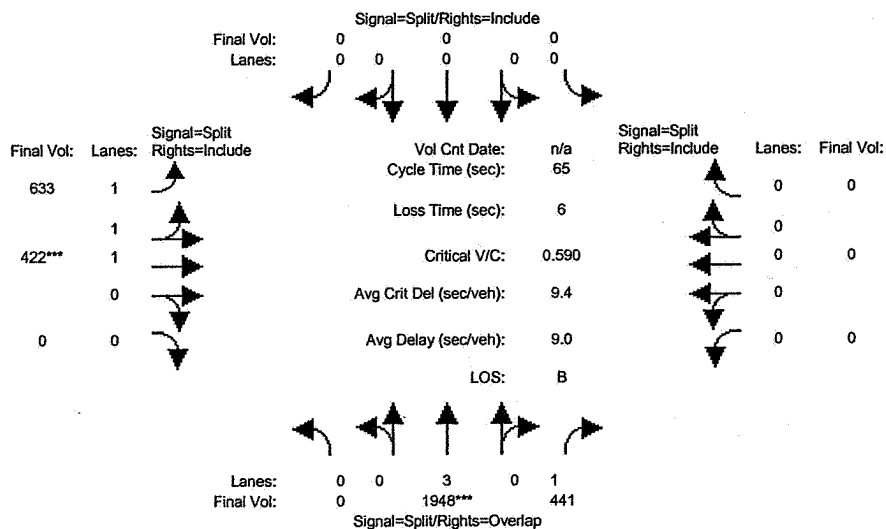


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	1825	425	0	0	0	609	393	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1825	425	0	0	0	609	393	0	0	0	0
Added Vol:	0	36	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	43	0	0	0	0	9	20	0	0	0	0
Initial Fut:	0	1904	431	0	0	0	618	413	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1904	431	0	0	0	618	413	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1904	431	0	0	0	618	413	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1904	431	0	0	0	618	413	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.05	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.84	1.16	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3264	2181	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.25	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	37.7	37.7	0.0	0.0	0.0	21.3	21.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.43	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	6.0	0.0	0.0	0.0	14.1	14.1	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.0	0.0	0.0	0.0	14.1	14.1	0.0	0.0	0.0	0.0
DesignQueue:	0	32	7	0	0	0	16	11	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3035: 280/11TH (S)

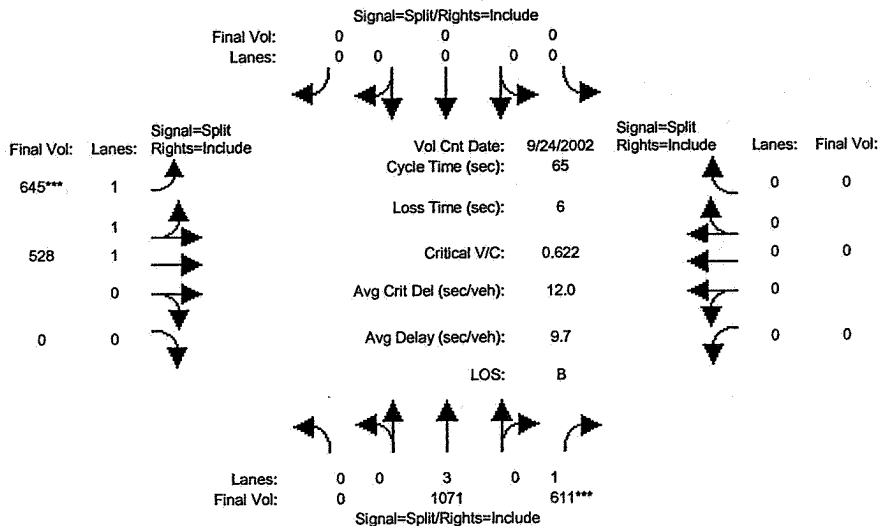


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module:												
Base Vol:	0	1948	441	0	0	0	633	422	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1948	441	0	0	0	633	422	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1948	441	0	0	0	633	422	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1948	441	0	0	0	633	422	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1948	441	0	0	0	633	422	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1948	441	0	0	0	633	422	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.05	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.84	1.16	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3267	2178	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.25	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	37.7	37.7	0.0	0.0	0.0	21.3	21.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.44	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.9	6.0	0.0	0.0	0.0	14.2	14.2	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.0	0.0	0.0	0.0	14.2	14.2	0.0	0.0	0.0	0.0
DesignQueue:	0	33	7	0	0	0	16	11	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3035: 280/11TH (S)

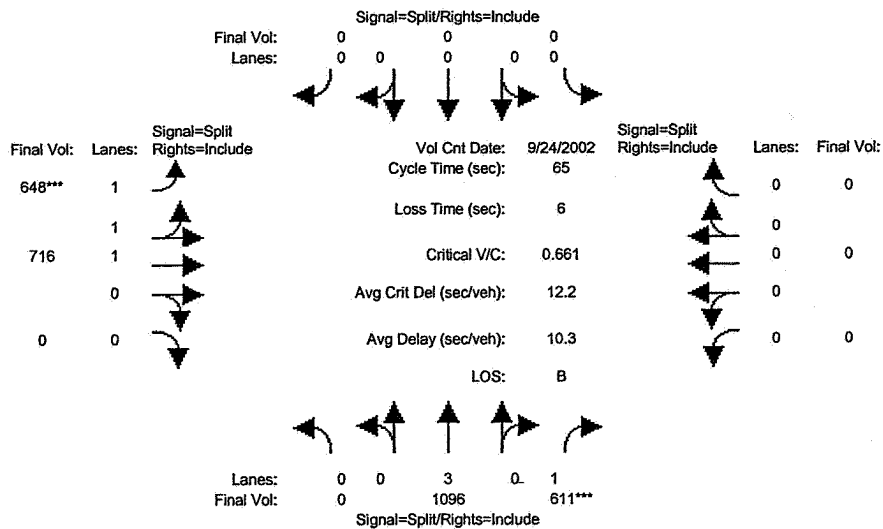


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 4:45-5:45PM												
Base Vol:	0	1071	611	0	0	0	645	528	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1071	611	0	0	0	645	528	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1071	611	0	0	0	645	528	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1071	611	0	0	0	645	528	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	611	0	0	0	645	528	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1071	611	0	0	0	645	528	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.04	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.69	1.31	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2994	2451	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.35	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	36.5	36.5	0.0	0.0	0.0	22.5	22.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.62	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	8.2	0.0	0.0	0.0	13.9	13.9	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	8.2	0.0	0.0	0.0	13.9	13.9	0.0	0.0	0.0	0.0
DesignQueue:	0	18	11	0	0	0	16	13	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3035: 280/11TH (S)

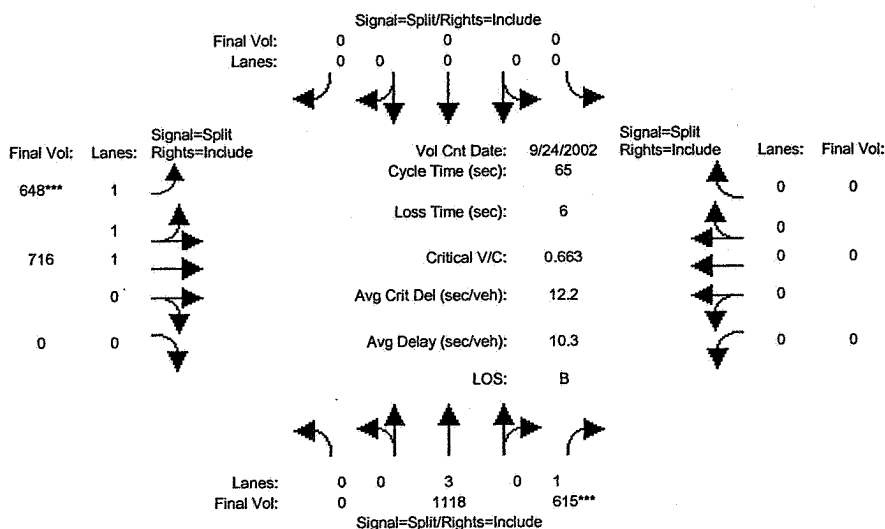


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 4:45-5:45PM												
Base Vol:	0	1071	611	0	0	0	645	528	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1071	611	0	0	0	645	528	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	25	0	0	0	0	3	188	0	0	0	0
Initial Fut:	0	1096	611	0	0	0	648	716	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1096	611	0	0	0	648	716	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1096	611	0	0	0	648	716	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1096	611	0	0	0	648	716	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.04	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.47	1.53	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2587	2859	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.35	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	34.4	34.4	0.0	0.0	0.0	24.6	24.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.66	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	9.7	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	9.7	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0
DesignQueue:	0	20	11	0	0	0	15	17	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3035: 280/11TH (S)

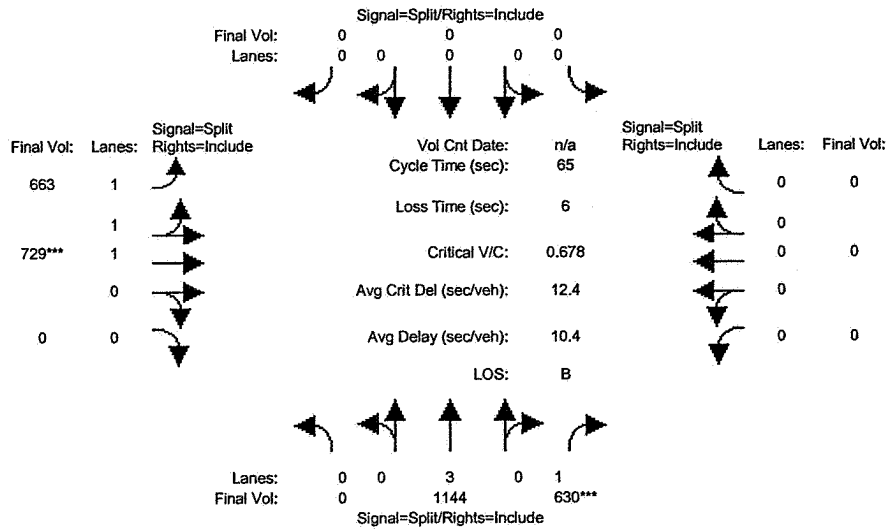


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module: >> Count Date: 24 Sep 2002 << 4:45-5:45PM												
Base Vol:	0	1071	611	0	0	0	645	528	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1071	611	0	0	0	645	528	0	0	0	0
Added Vol:	0	22	4	0	0	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	0	0	3	188	0	0	0	0
Initial Fut:	0	1118	615	0	0	0	648	716	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1118	615	0	0	0	648	716	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	615	0	0	0	648	716	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1118	615	0	0	0	648	716	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.04	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.47	1.53	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2587	2859	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.35	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	34.4	34.4	0.0	0.0	0.0	24.6	24.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.66	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	9.7	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	9.7	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0
DesignQueue:	0	20	11	0	0	0	16	17	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3035: 280/11TH (S)

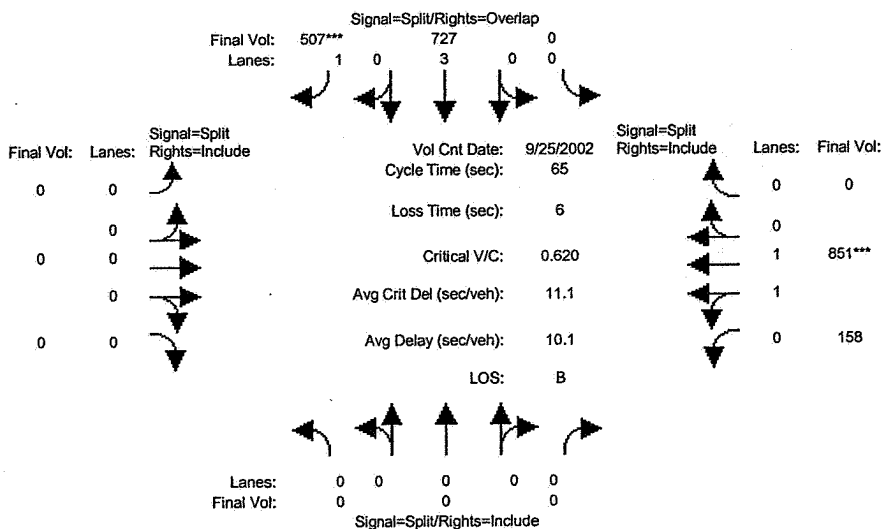


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Volume Module:												
Base Vol:	0	1144	630	0	0	0	663	729	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1144	630	0	0	0	663	729	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1144	630	0	0	0	663	729	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1144	630	0	0	0	663	729	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1144	630	0	0	0	663	729	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1144	630	0	0	0	663	729	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.04	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.47	1.53	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2594	2852	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.36	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	34.5	34.5	0.0	0.0	0.0	24.5	24.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.68	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.8	9.9	0.0	0.0	0.0	13.5	13.5	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	9.9	0.0	0.0	0.0	13.5	13.5	0.0	0.0	0.0	0.0
DesignQueue:	0	20	12	0	0	0	16	18	0	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3040: 280/10TH (N)

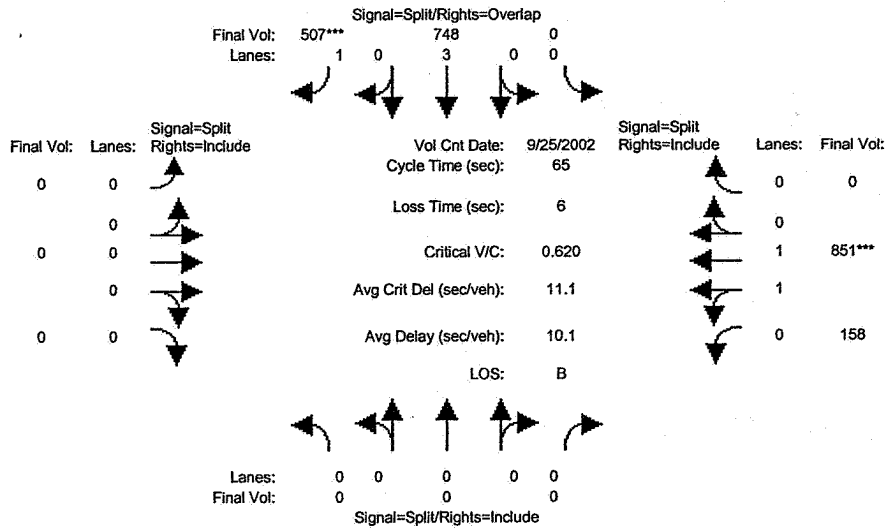


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	0	727	507	0	0	0	158	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	727	507	0	0	0	158	851	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	727	507	0	0	0	158	851	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	727	507	0	0	0	158	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	727	507	0	0	0	158	851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	727	507	0	0	0	158	851	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.03	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.32	1.68	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	579	3120	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.27	0.27	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	30.4	30.4	0.0	0.0	0.0	28.6	28.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.27	0.62	0.00	0.00	0.00	0.62	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.0	10.9	0.0	0.0	0.0	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.0	10.9	0.0	0.0	0.0	11.2	11.2	0.0
DesignQueue:	0	0	0	0	14	10	0	0	0	3	19	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3040: 280/10TH (N)

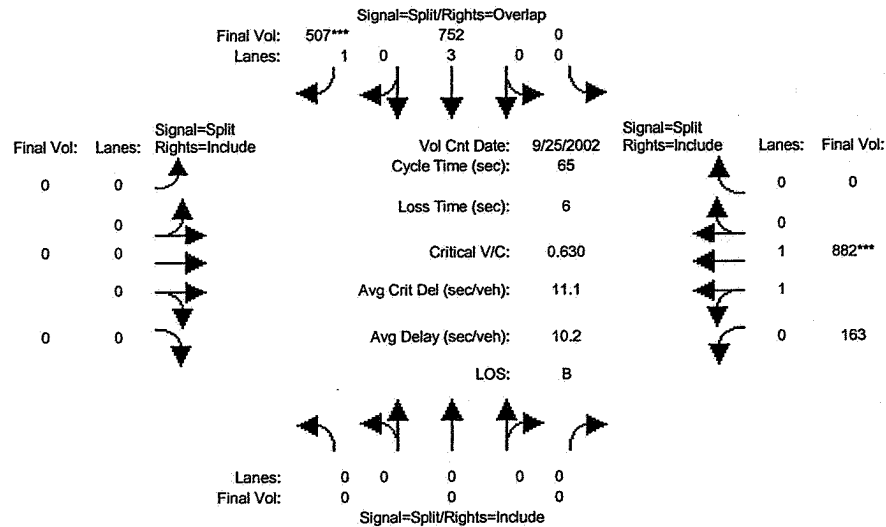


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	0	727	507	0	0	0	158	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	727	507	0	0	0	158	851	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	21	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	748	507	0	0	0	158	851	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	748	507	0	0	0	158	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	748	507	0	0	0	158	851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	748	507	0	0	0	158	851	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.03	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.32	1.68	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	579	3120	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.27	0.27	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	30.4	30.4	0.0	0.0	0.0	28.6	28.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.28	0.62	0.00	0.00	0.00	0.62	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.1	10.9	0.0	0.0	0.0	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.1	10.9	0.0	0.0	0.0	11.2	11.2	0.0
DesignQueue:	0	0	0	0	15	10	0	0	0	3	19	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3040: 280/10TH (N)

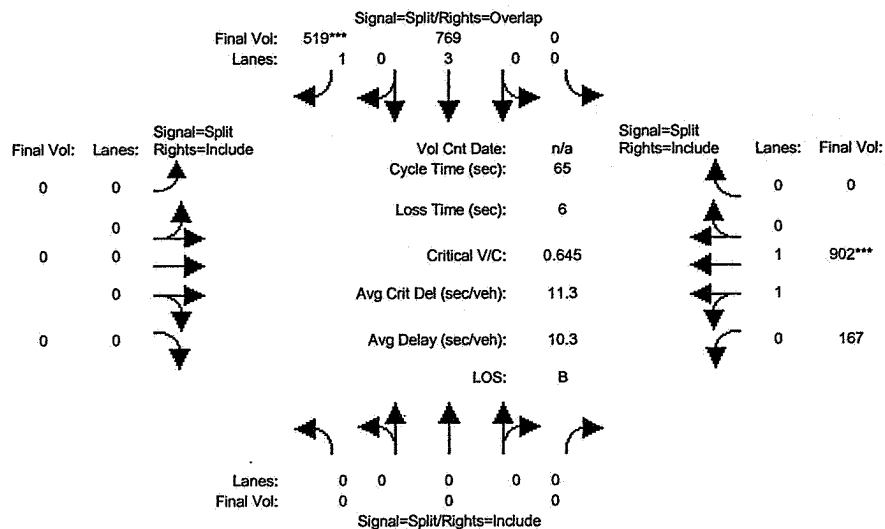


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	0	727	507	0	0	0	158	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	727	507	0	0	0	158	851	0
Added Vol:	0	0	0	0	4	0	0	0	0	5	31	0
PasserByVol:	0	0	0	0	21	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	752	507	0	0	0	163	882	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	752	507	0	0	0	163	882	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	752	507	0	0	0	163	882	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	752	507	0	0	0	163	882	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.03	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.32	1.68	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	577	3122	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	29.9	29.9	0.0	0.0	0.0	29.1	29.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.29	0.63	0.00	0.00	0.00	0.63	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.3	11.3	0.0	0.0	0.0	11.0	11.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.3	11.3	0.0	0.0	0.0	11.0	11.0	0.0
DesignQueue:	0	0	0	0	15	11	0	0	0	3	19	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3040: 280/10TH (N)

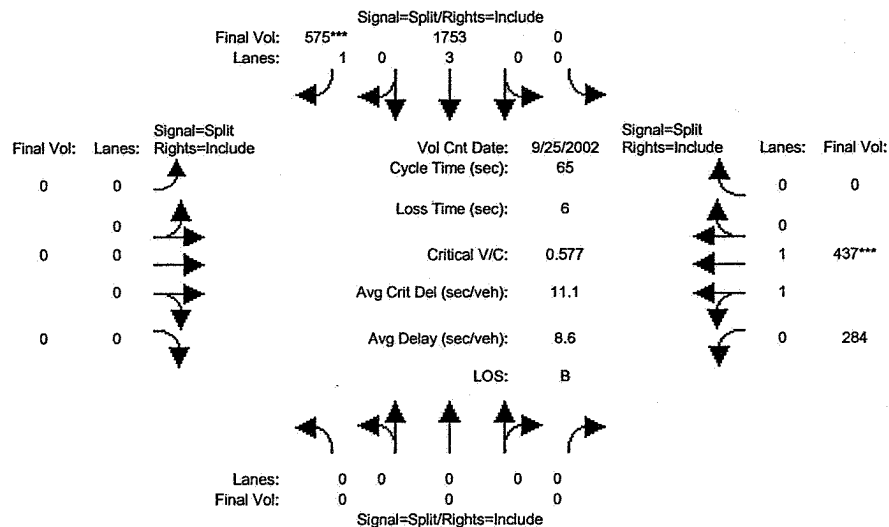


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module:												
Base Vol:	0	0	0	0	769	519	0	0	0	167	902	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	769	519	0	0	0	167	902	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	769	519	0	0	0	167	902	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	769	519	0	0	0	167	902	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	769	519	0	0	0	167	902	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	769	519	0	0	0	167	902	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.03	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.32	1.68	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	578	3122	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.13	0.30	0.00	0.00	0.00	0.29	0.29	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	29.9	29.9	0.0	0.0	0.0	29.1	29.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.29	0.65	0.00	0.00	0.00	0.65	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	8.4	11.5	0.0	0.0	0.0	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	8.4	11.5	0.0	0.0	0.0	11.2	11.2	0.0
DesignQueue:	0	0	0	0	16	11	0	0	0	4	19	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3040: 280/10TH (N)

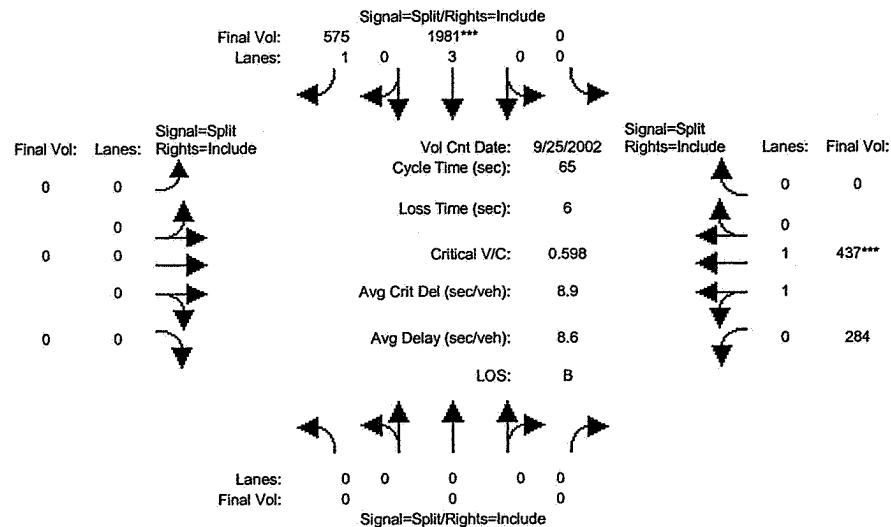


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1753	575	0	0	0	284	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1753	575	0	0	0	284	437	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1753	575	0	0	0	284	437	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1753	575	0	0	0	284	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1753	575	0	0	0	284	437	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1753	575	0	0	0	284	437	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.05	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.81	1.19	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	1457	2242	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.31	0.33	0.00	0.00	0.00	0.19	0.19	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	37.0	37.0	0.0	0.0	0.0	22.0	22.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.54	0.58	0.00	0.00	0.00	0.58	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	6.8	7.4	0.0	0.0	0.0	13.9	13.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	6.8	7.4	0.0	0.0	0.0	13.9	13.9	0.0
DesignQueue:	0	0	0	0	30	10	0	0	0	7	11	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3040: 280/10TH (N)

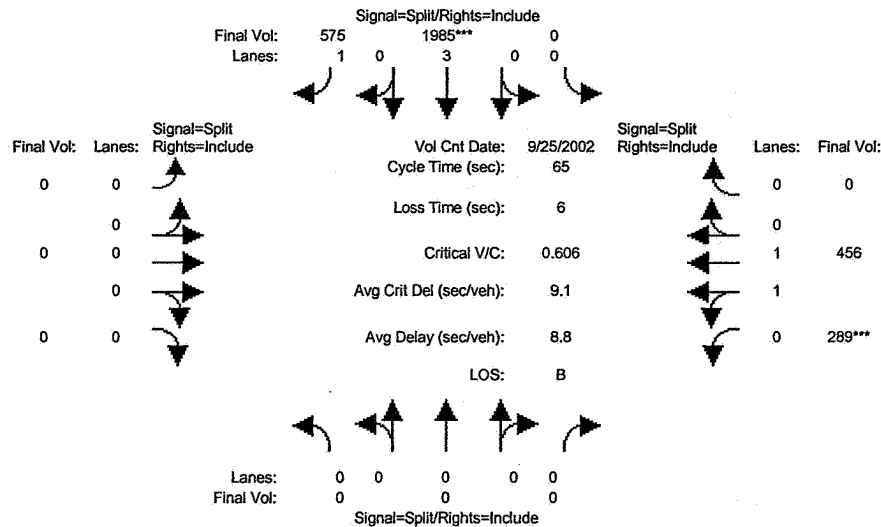


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1753	575	0	0	0	284	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1753	575	0	0	0	284	437	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	228	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1981	575	0	0	0	284	437	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1981	575	0	0	0	284	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1981	575	0	0	0	284	437	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1981	575	0	0	0	284	437	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.05	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.81	1.19	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	1457	2242	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.33	0.00	0.00	0.00	0.19	0.19	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	0.0	37.8	37.8	0.0	0.0	0.0	21.2	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.60	0.57	0.00	0.00	0.00	0.60	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	6.9	7.0	0.0	0.0	0.0	14.5	14.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	6.9	7.0	0.0	0.0	0.0	14.5	14.5	0.0
DesignQueue:	0	0	0	0	33	9	0	0	0	7	11	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3040: 280/10TH (N)

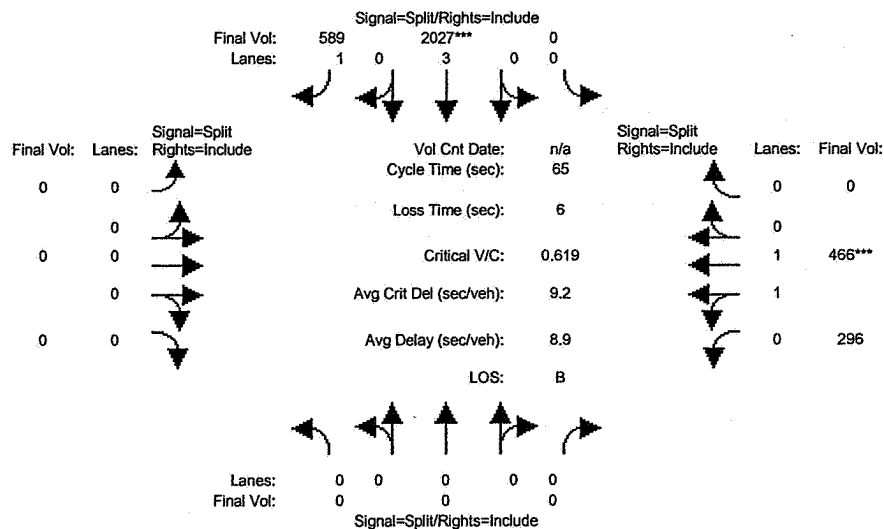


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module: >> Count Date: 25 Sep 2002 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1753	575	0	0	0	284	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1753	575	0	0	0	284	437	0
Added Vol:	0	0	0	0	4	0	0	0	0	5	19	0
PasserByVol:	0	0	0	0	228	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1985	575	0	0	0	289	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1985	575	0	0	0	289	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1985	575	0	0	0	289	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	1985	575	0	0	0	289	456	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.05	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.80	1.20	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	1435	2264	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.33	0.00	0.00	0.00	0.20	0.20	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	37.4	37.4	0.0	0.0	0.0	21.6	21.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.61	0.57	0.00	0.00	0.00	0.61	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	7.1	7.2	0.0	0.0	0.0	14.4	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	7.1	7.2	0.0	0.0	0.0	14.4	14.4	0.0
DesignQueue:	0	0	0	0	34	10	0	0	0	7	12	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3040: 280/10TH (N)

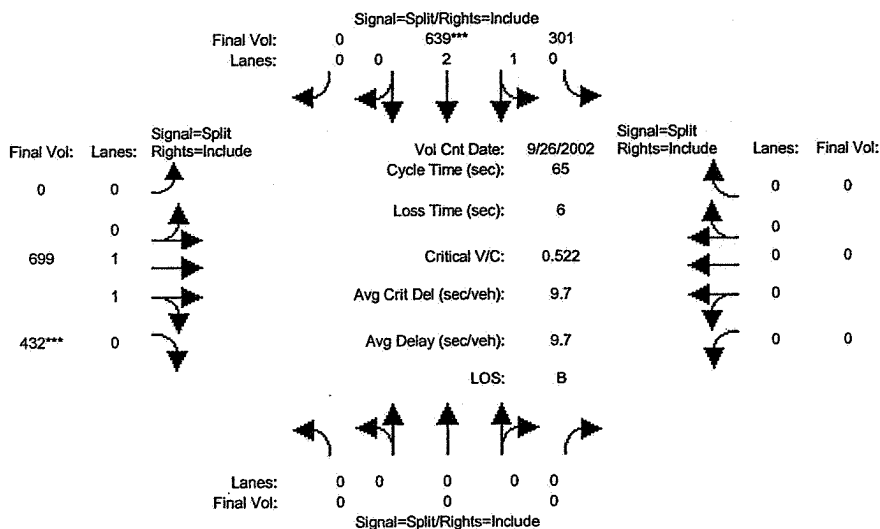


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Volume Module:												
Base Vol:	0	0	0	0	2027	589	0	0	0	296	466	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	2027	589	0	0	0	296	466	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	2027	589	0	0	0	296	466	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2027	589	0	0	0	296	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2027	589	0	0	0	296	466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	2027	589	0	0	0	296	466	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.05	0.97
Lanes:	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.80	1.20	0.00
Final Sat.:	0	0	0	0	5700	1750	0	0	0	1437	2262	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.36	0.34	0.00	0.00	0.00	0.21	0.21	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	37.4	37.4	0.0	0.0	0.0	21.6	21.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.62	0.59	0.00	0.00	0.00	0.62	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	7.2	7.4	0.0	0.0	0.0	14.5	14.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	7.2	7.4	0.0	0.0	0.0	14.5	14.5	0.0
DesignQueue:	0	0	0	0	34	10	0	0	0	8	12	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3041: 280/10TH (S)

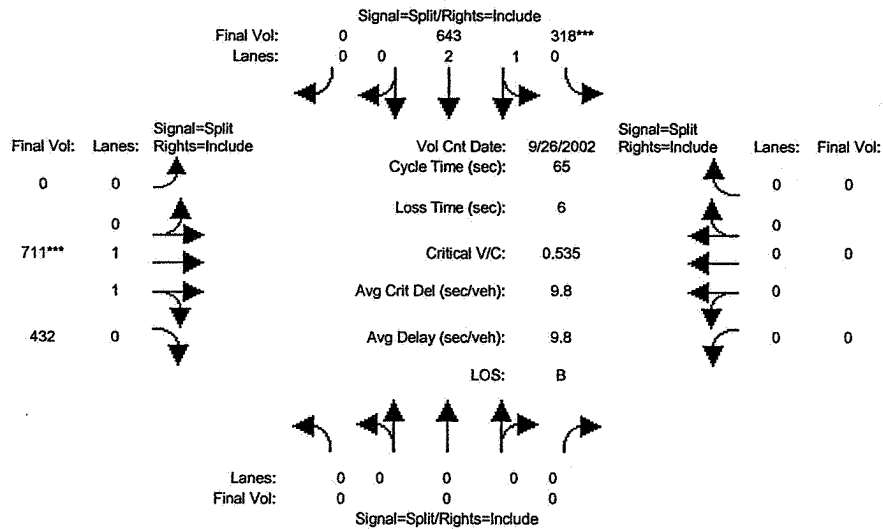


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	301	639	0	0	699	432	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	639	0	0	699	432	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	301	639	0	0	699	432	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	301	639	0	0	699	432	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	301	639	0	0	699	432	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	301	639	0	0	699	432	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.05	0.97	0.97	1.04	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00
Final Sat.:	0	0	0	1792	3804	0	0	2286	1413	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.31	0.31	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	20.9	20.9	0.0	0.0	38.1	38.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.52	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	13.9	0.0	0.0	6.3	6.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	13.9	0.0	0.0	6.3	6.3	0.0	0.0	0.0
DesignQueue:	0	0	0	8	16	0	0	11	7	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3041: 280/10TH (S)

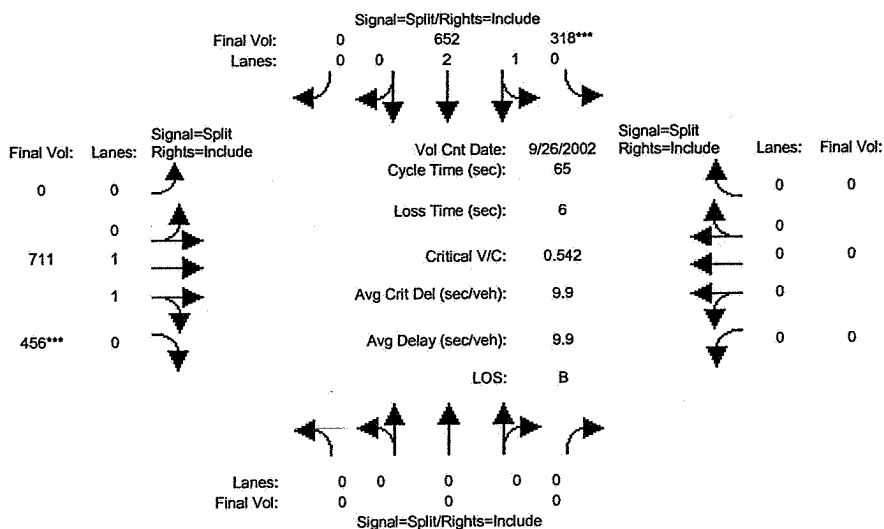


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	301	639	0	0	699	432	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	639	0	0	699	432	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	17	4	0	0	12	0	0	0	0
Initial Fut:	0	0	0	318	643	0	0	711	432	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	318	643	0	0	711	432	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	643	0	0	711	432	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	318	643	0	0	711	432	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00
Final Sat.:	0	0	0	1800	3799	0	0	2301	1398	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.17	0.00	0.00	0.31	0.31	0.00	0.00	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	21.5	21.5	0.0	0.0	37.5	37.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.51	0.00	0.00	0.54	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.7	13.5	0.0	0.0	6.6	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	13.5	0.0	0.0	6.6	6.6	0.0	0.0	0.0
DesignQueue:	0	0	0	8	16	0	0	12	7	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3041: 280/10TH (S)

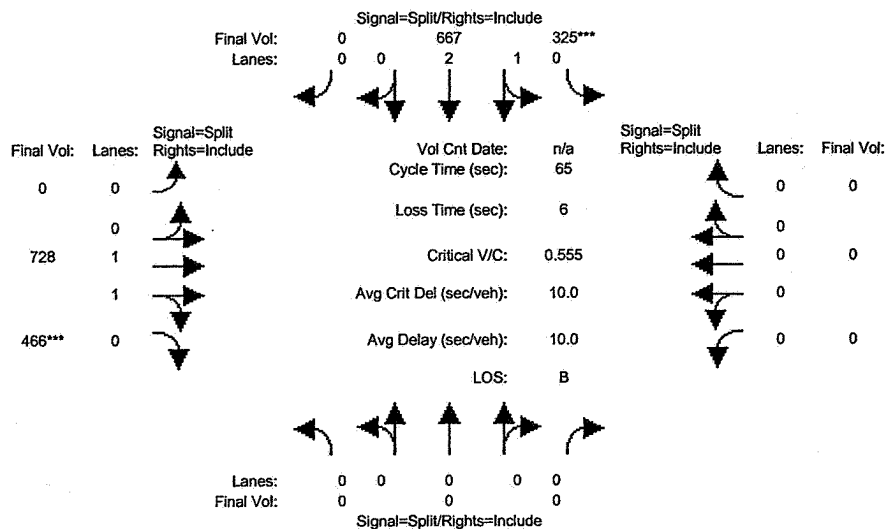


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 8:00-9:00AM												
Base Vol:	0	0	0	301	639	0	0	699	432	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	639	0	0	699	432	0	0	0
Added Vol:	0	0	0	0	9	0	0	0	24	0	0	0
PasserByVol:	0	0	0	17	4	0	0	12	0	0	0	0
Initial Fut:	0	0	0	318	652	0	0	711	456	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	318	652	0	0	711	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	652	0	0	711	456	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	318	652	0	0	711	456	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.06	0.97	0.97	1.05	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.20	0.80	0.00	0.00	0.00
Final Sat.:	0	0	0	1800	3798	0	0	2253	1445	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.17	0.00	0.00	0.32	0.32	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	21.2	21.2	0.0	0.0	37.8	37.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.53	0.00	0.00	0.54	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	13.8	0.0	0.0	6.5	6.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	13.8	0.0	0.0	6.5	6.5	0.0	0.0	0.0
DesignQueue:	0	0	0	8	17	0	0	12	7	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3041: 280/10TH (S)

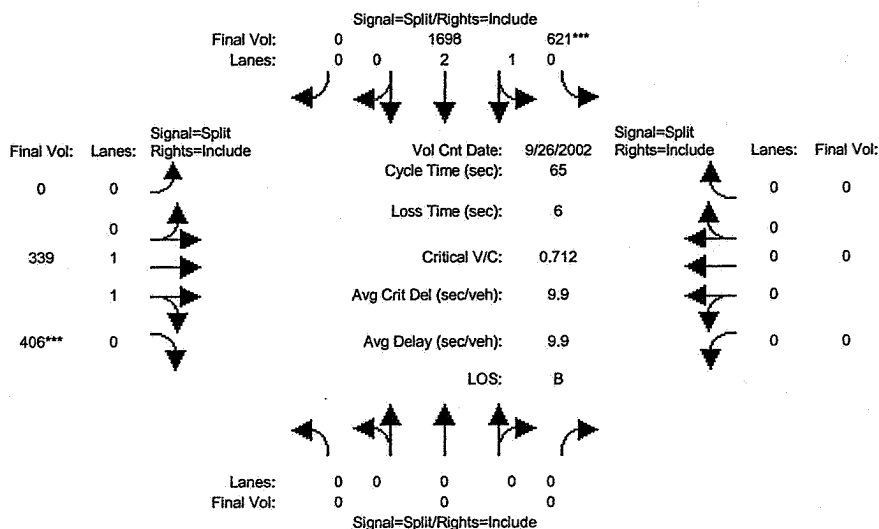


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:												
Base Vol:	0	0	0	325	667	0	0	728	466	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	325	667	0	0	728	466	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	325	667	0	0	728	466	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	325	667	0	0	728	466	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	667	0	0	728	466	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	325	667	0	0	728	466	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.06	0.97	0.97	1.05	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.20	0.80	0.00	0.00	0.00
Final Sat.:	0	0	0	1800	3798	0	0	2255	1443	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.32	0.32	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	21.2	21.2	0.0	0.0	37.8	37.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.54	0.00	0.00	0.55	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.0	13.9	0.0	0.0	6.6	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	13.9	0.0	0.0	6.6	6.6	0.0	0.0	0.0
DesignQueue:	0	0	0	8	17	0	0	12	8	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3041: 280/10TH (S)

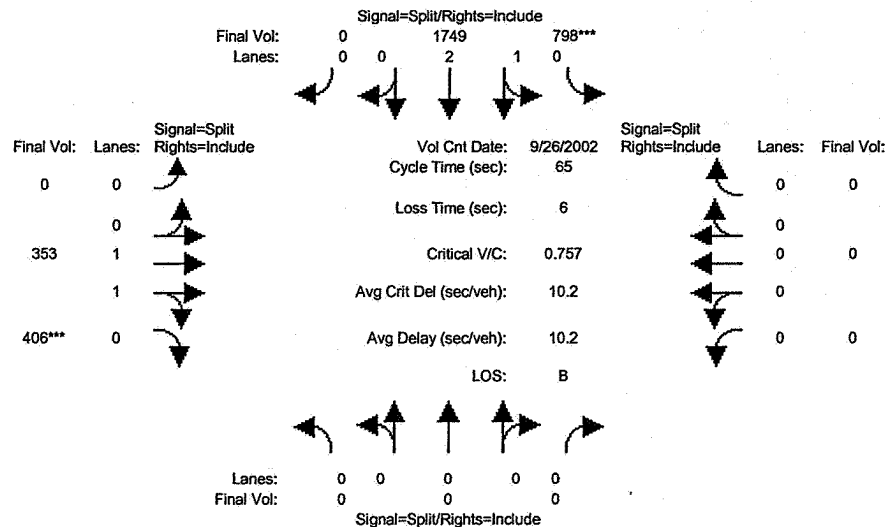


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 5:00-6:00PM												
Base Vol:	0	0	0	621	1698	0	0	339	406	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	621	1698	0	0	339	406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	621	1698	0	0	339	406	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	621	1698	0	0	339	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	621	1698	0	0	339	406	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	621	1698	0	0	339	406	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	0.83	2.17	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1499	4098	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.18	0.23	0.00	0.00	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.8	37.8	0.0	0.0	21.2	21.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.55	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	7.9	0.0	0.0	14.0	16.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	7.9	0.0	0.0	14.0	16.2	0.0	0.0	0.0
DesignQueue:	0	0	0	10	29	0	0	9	10	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3041: 280/10TH (S)

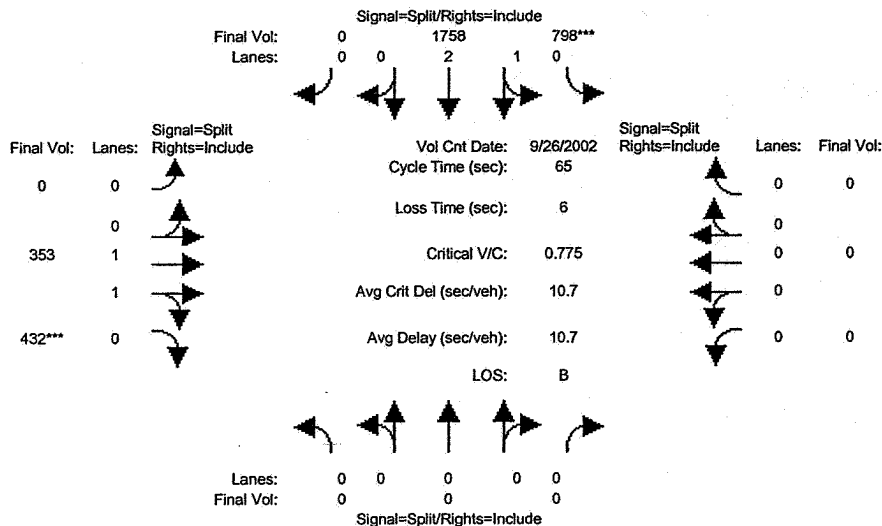


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 5:00-6:00PM												
Base Vol:	0	0	0	621	1698	0	0	339	406	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	621	1698	0	0	339	406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	177	51	0	0	14	0	0	0	0
Initial Fut:	0	0	0	798	1749	0	0	353	406	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	798	1749	0	0	353	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	798	1749	0	0	353	406	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	798	1749	0	0	353	406	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	0.97	2.03	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1753	3843	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.19	0.23	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	39.1	39.1	0.0	0.0	19.9	19.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.00	0.00	0.61	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	7.9	0.0	0.0	15.2	17.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	7.9	0.0	0.0	15.2	17.8	0.0	0.0	0.0
DesignQueue:	0	0	0	13	29	0	0	9	11	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3041: 280/10TH (S)

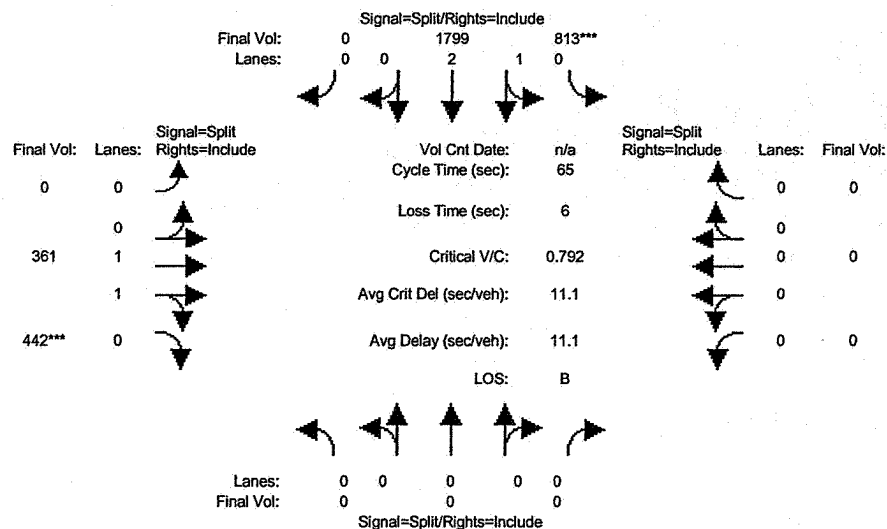


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module: >> Count Date: 26 Sep 2002 << 5:00-6:00PM												
Base Vol:	0	0	0	621	1698	0	0	339	406	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	621	1698	0	0	339	406	0	0	0
Added Vol:	0	0	0	0	9	0	0	0	26	0	0	0
PasserByVol:	0	0	0	177	51	0	0	14	0	0	0	0
Initial Fut:	0	0	0	798	1758	0	0	353	432	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	798	1758	0	0	353	432	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	798	1758	0	0	353	432	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	798	1758	0	0	353	432	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	0.97	2.03	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1747	3849	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.19	0.25	0.00	0.00	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	38.3	38.3	0.0	0.0	20.7	20.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.00	0.00	0.58	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.5	8.5	0.0	0.0	14.6	17.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	8.5	0.0	0.0	14.6	17.9	0.0	0.0	0.0
DesignQueue:	0	0	0	13	30	0	0	9	11	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3041: 280/10TH (S)

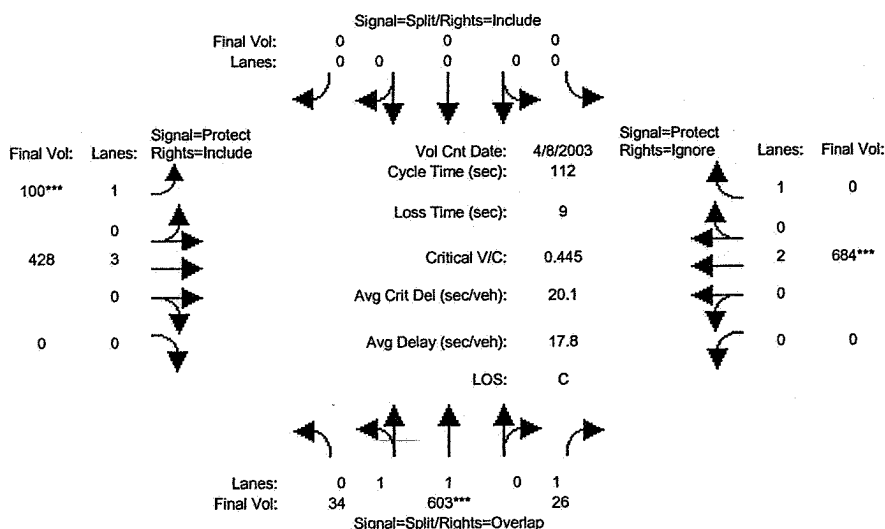


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Volume Module:												
Base Vol:	0	0	0	813	1799	0	0	361	442	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	813	1799	0	0	361	442	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	813	1799	0	0	361	442	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	813	1799	0	0	361	442	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	813	1799	0	0	361	442	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	813	1799	0	0	361	442	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.05	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	0.97	2.03	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1742	3855	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.19	0.25	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	38.3	38.3	0.0	0.0	20.7	20.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.60	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.8	8.8	0.0	0.0	14.7	18.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.8	8.8	0.0	0.0	14.7	18.4	0.0	0.0	0.0
DesignQueue:	0	0	0	14	30	0	0	9	12	0	0	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3472: 11TH/KEYES

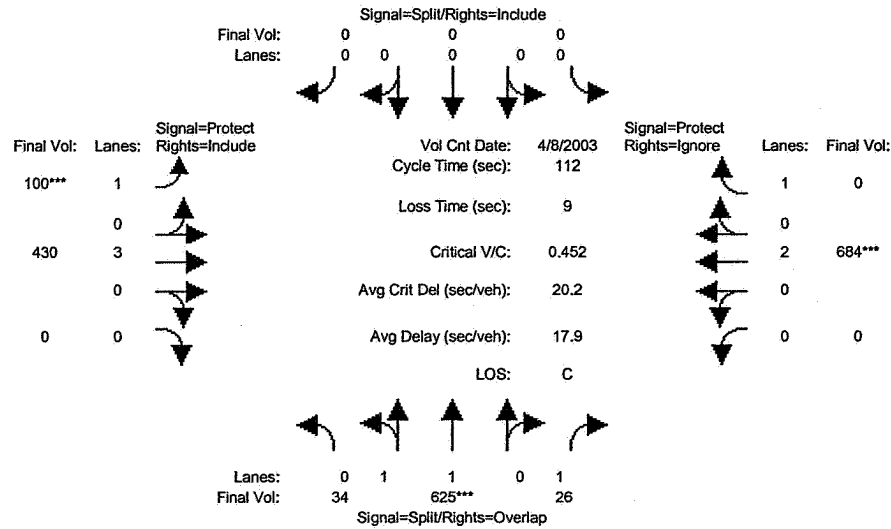


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	34	603	26	0	0	0	100	428	0	0	684	1174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	603	26	0	0	0	100	428	0	0	684	1174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	603	26	0	0	0	100	428	0	0	684	1174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	603	26	0	0	0	100	428	0	0	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	603	26	0	0	0	100	428	0	0	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	603	26	0	0	0	100	428	0	0	684	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	197	3502	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.18	0.00
Crit Moves:	****						****			****		
Green Time:	43.3	43.3	43.3	0.0	0.0	0.0	14.4	59.7	0.0	0.0	45.3	0.0
Volume/Cap:	0.45	0.45	0.04	0.00	0.00	0.00	0.45	0.14	0.00	0.00	0.45	0.00
Delay/Veh:	19.5	19.5	16.2	0.0	0.0	0.0	35.2	10.0	0.0	0.0	18.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	16.2	0.0	0.0	0.0	35.2	10.0	0.0	0.0	18.6	0.0
DesignQueue:	1	24	1	0	0	0	5	13	0	0	27	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3472: 11TH/KEYES

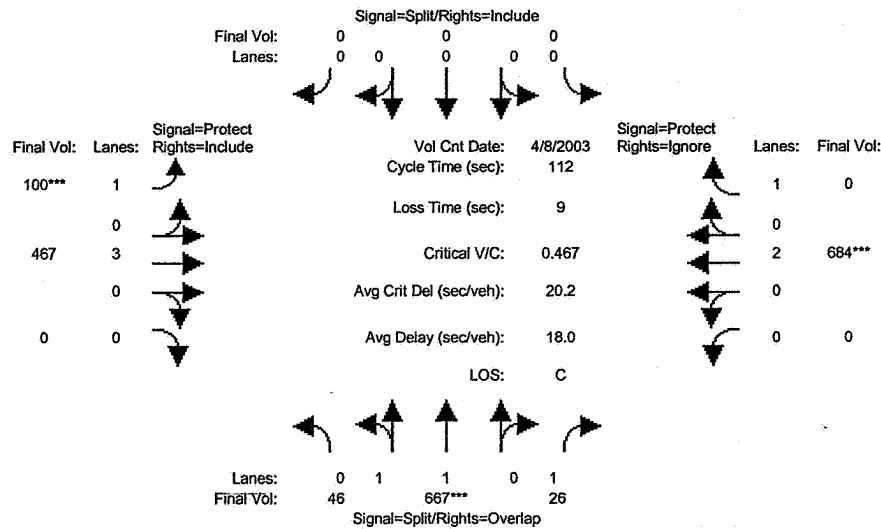


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	34	603	26	0	0	0	100	428	0	0	684	1174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	603	26	0	0	0	100	428	0	0	684	1174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	22	0	0	0	0	0	2	0	0	0	21
Initial Fut:	34	625	26	0	0	0	100	430	0	0	684	1195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	625	26	0	0	0	100	430	0	0	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	625	26	0	0	0	100	430	0	0	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	34	625	26	0	0	0	100	430	0	0	684	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	191	3509	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.01	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.18	0.00
Crit Moves:	****						****			****		
Green Time:	44.2	44.2	44.2	0.0	0.0	0.0	14.2	58.8	0.0	0.0	44.6	0.0
Volume/Cap:	0.45	0.45	0.04	0.00	0.00	0.00	0.45	0.14	0.00	0.00	0.45	0.00
Delay/Veh:	19.1	19.1	15.8	0.0	0.0	0.0	35.5	10.4	0.0	0.0	18.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	15.8	0.0	0.0	0.0	35.5	10.4	0.0	0.0	18.9	0.0
DesignQueue:	1	25	1	0	0	0	6	13	0	0	27	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3472: 11TH/KEYES

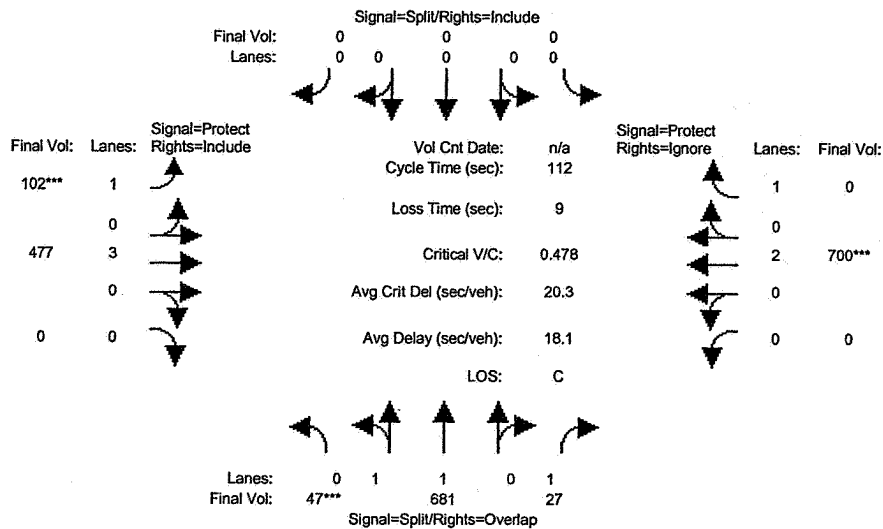


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	34	603	26	0	0	0	100	428	0	0	684	1174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	603	26	0	0	0	100	428	0	0	684	1174
Added Vol:	12	42	0	0	0	0	0	37	0	0	0	0
PasserByVol:	0	22	0	0	0	0	0	2	0	0	0	21
Initial Fut:	46	667	26	0	0	0	100	467	0	0	684	1195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	46	667	26	0	0	0	100	467	0	0	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	667	26	0	0	0	100	467	0	0	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	46	667	26	0	0	0	100	467	0	0	684	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.13	1.87	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	239	3461	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.01	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.18	0.00
Crit Moves:	****						****				****	
Green Time:	46.2	46.2	46.2	0.0	0.0	0.0	13.7	56.8	0.0	0.0	43.1	0.0
Volume/Cap:	0.47	0.47	0.04	0.00	0.00	0.00	0.47	0.16	0.00	0.00	0.47	0.00
Delay/Veh:	18.4	18.4	14.9	0.0	0.0	0.0	36.0	11.3	0.0	0.0	19.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	14.9	0.0	0.0	0.0	36.0	11.3	0.0	0.0	19.8	0.0
DesignQueue:	2	26	1	0	0	0	6	15	0	0	27	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3472: 11TH/KEYES

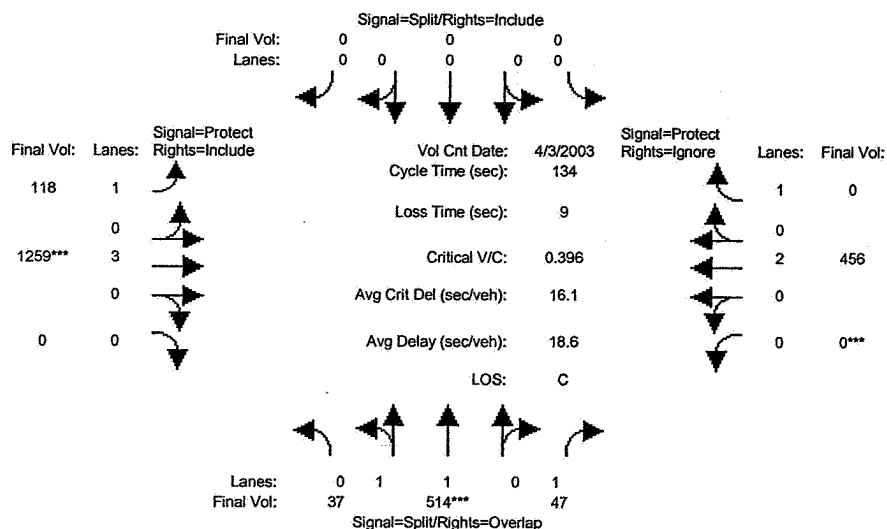


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module:												
Base Vol:	47	681	27	0	0	0	102	477	0	0	700	1223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	681	27	0	0	0	102	477	0	0	700	1223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	681	27	0	0	0	102	477	0	0	700	1223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	681	27	0	0	0	102	477	0	0	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	681	27	0	0	0	102	477	0	0	700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	47	681	27	0	0	0	102	477	0	0	700	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.13	1.87	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	239	3461	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.02	0.00	0.00	0.00	0.06	0.08	0.00	0.00	0.18	0.00
Crit Moves:	****						****				****	
Green Time:	46.1	46.1	46.1	0.0	0.0	0.0	13.7	56.9	0.0	0.0	43.2	0.0
Volume/Cap:	0.48	0.48	0.04	0.00	0.00	0.00	0.48	0.16	0.00	0.00	0.48	0.00
Delay/Veh:	18.5	18.5	14.9	0.0	0.0	0.0	36.1	11.3	0.0	0.0	19.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	14.9	0.0	0.0	0.0	36.1	11.3	0.0	0.0	19.9	0.0
DesignQueue:	2	26	1	0	0	0	6	15	0	0	28	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3472: 11TH/KEYES

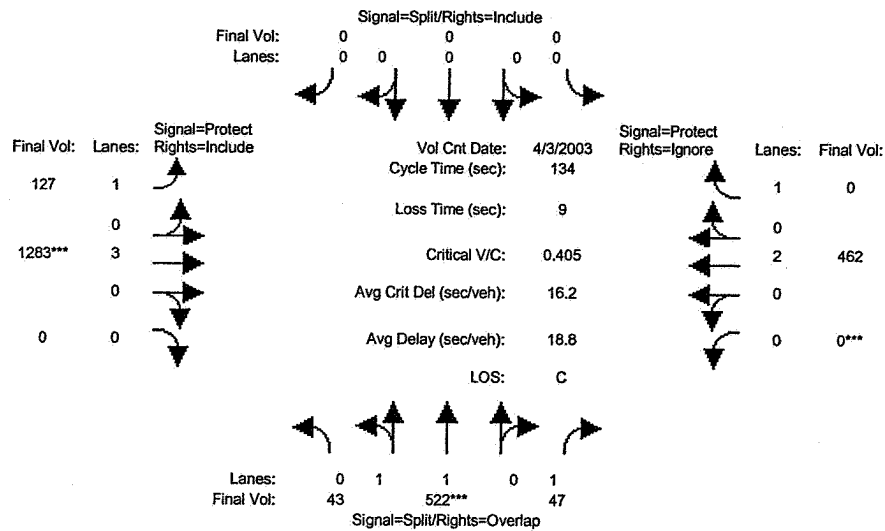


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	37	514	47	0	0	0	118	1259	0	0	456	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	514	47	0	0	0	118	1259	0	0	456	704
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	514	47	0	0	0	118	1259	0	0	456	704
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	514	47	0	0	0	118	1259	0	0	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	514	47	0	0	0	118	1259	0	0	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	37	514	47	0	0	0	118	1259	0	0	456	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	248	3451	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	50.3	50.3	50.3	0.0	0.0	0.0	26.9	74.7	0.0	0.0	47.8	0.0
Volume/Cap:	0.40	0.40	0.07	0.00	0.00	0.00	0.34	0.40	0.00	0.00	0.34	0.00
Delay/Veh:	23.4	23.4	20.4	0.0	0.0	0.0	35.1	12.9	0.0	0.0	24.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.4	20.4	0.0	0.0	0.0	35.1	12.9	0.0	0.0	24.0	0.0
DesignQueue:	2	25	2	0	0	0	7	44	0	0	23	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3472: 11TH/KEYES

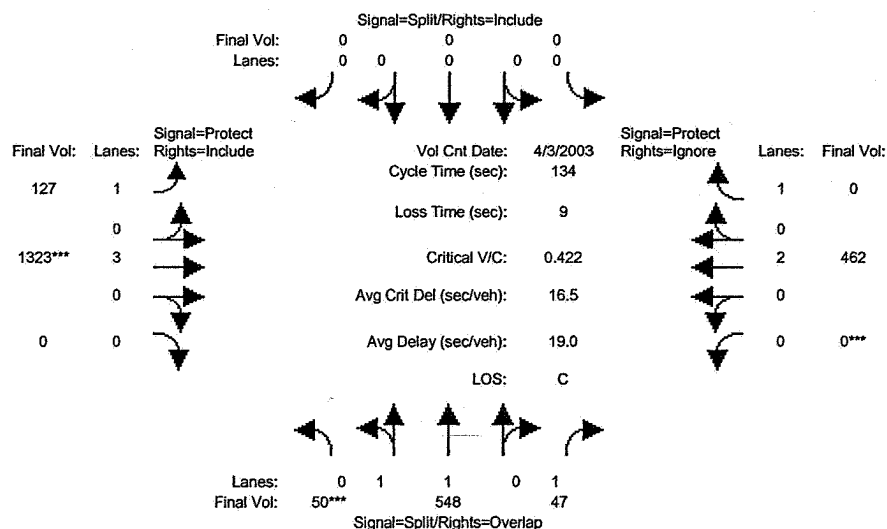


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	37	514	47	0	0	0	118	1259	0	0	456	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	514	47	0	0	0	118	1259	0	0	456	704
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	8	0	0	0	0	9	24	0	0	6	8
Initial Fut:	43	522	47	0	0	0	127	1283	0	0	462	712
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	43	522	47	0	0	0	127	1283	0	0	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	522	47	0	0	0	127	1283	0	0	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	43	522	47	0	0	0	127	1283	0	0	462	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.16	1.84	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	282	3418	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	27.8	74.5	0.0	0.0	46.6	0.0
Volume/Cap:	0.41	0.41	0.07	0.00	0.00	0.00	0.35	0.41	0.00	0.00	0.35	0.00
Delay/Veh:	23.4	23.4	20.3	0.0	0.0	0.0	34.7	13.0	0.0	0.0	24.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.4	20.3	0.0	0.0	0.0	34.7	13.0	0.0	0.0	24.7	0.0
DesignQueue:	2	25	2	0	0	0	8	45	0	0	23	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3472: 11TH/KEYES

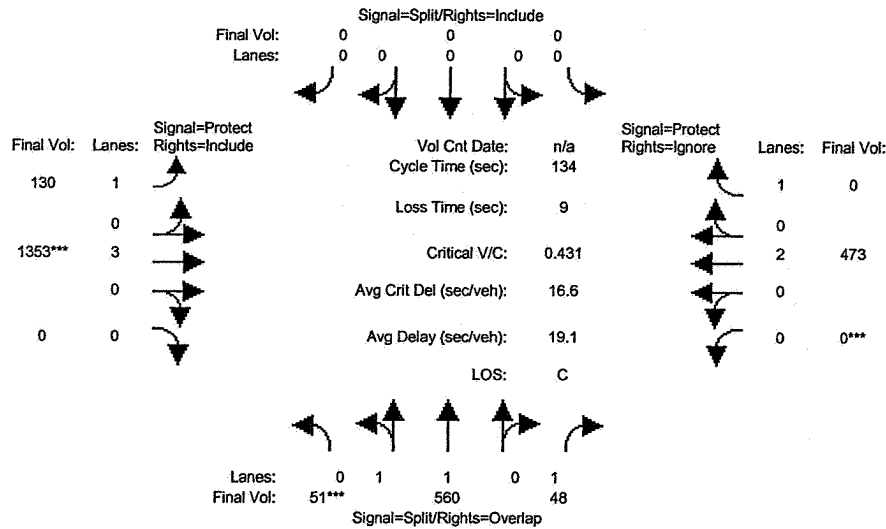


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	37	514	47	0	0	0	118	1259	0	0	456	704
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	514	47	0	0	0	118	1259	0	0	456	704
Added Vol:	7	26	0	0	0	0	0	40	0	0	0	0
PasserByVol:	6	8	0	0	0	0	9	24	0	0	6	8
Initial Fut:	50	548	47	0	0	0	127	1323	0	0	462	712
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	548	47	0	0	0	127	1323	0	0	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	548	47	0	0	0	127	1323	0	0	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	50	548	47	0	0	0	127	1323	0	0	462	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.17	1.83	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	309	3390	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	51.3	51.3	51.3	0.0	0.0	0.0	27.5	73.7	0.0	0.0	46.1	0.0
Volume/Cap:	0.42	0.42	0.07	0.00	0.00	0.00	0.35	0.42	0.00	0.00	0.35	0.00
Delay/Veh:	23.3	23.3	19.9	0.0	0.0	0.0	34.9	13.5	0.0	0.0	25.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	19.9	0.0	0.0	0.0	34.9	13.5	0.0	0.0	25.0	0.0
DesignQueue:	2	26	2	0	0	0	8	47	0	0	23	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3472: 11TH/KEYES

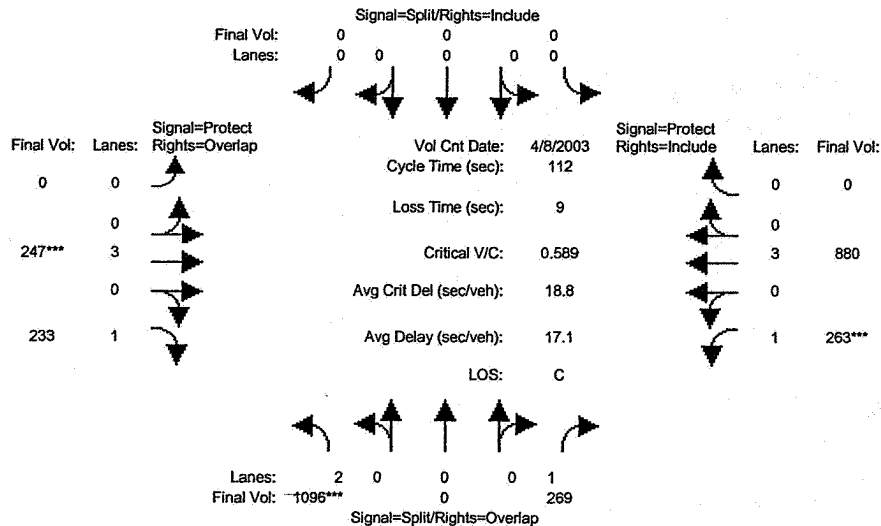


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Volume Module:												
Base Vol:	51	560	48	0	0	0	130	1353	0	0	473	729
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	560	48	0	0	0	130	1353	0	0	473	729
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	560	48	0	0	0	130	1353	0	0	473	729
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	560	48	0	0	0	130	1353	0	0	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	560	48	0	0	0	130	1353	0	0	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	51	560	48	0	0	0	130	1353	0	0	473	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.17	1.83	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	309	3391	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.07	0.24	0.00	0.00	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	51.3	51.3	51.3	0.0	0.0	0.0	27.6	73.7	0.0	0.0	46.2	0.0
Volume/Cap:	0.43	0.43	0.07	0.00	0.00	0.00	0.36	0.43	0.00	0.00	0.36	0.00
Delay/Veh:	23.4	23.4	19.9	0.0	0.0	0.0	35.0	13.6	0.0	0.0	25.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.4	19.9	0.0	0.0	0.0	35.0	13.6	0.0	0.0	25.1	0.0
DesignQueue:	2	27	2	0	0	0	8	48	0	0	24	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3617: KEYES/SENTER

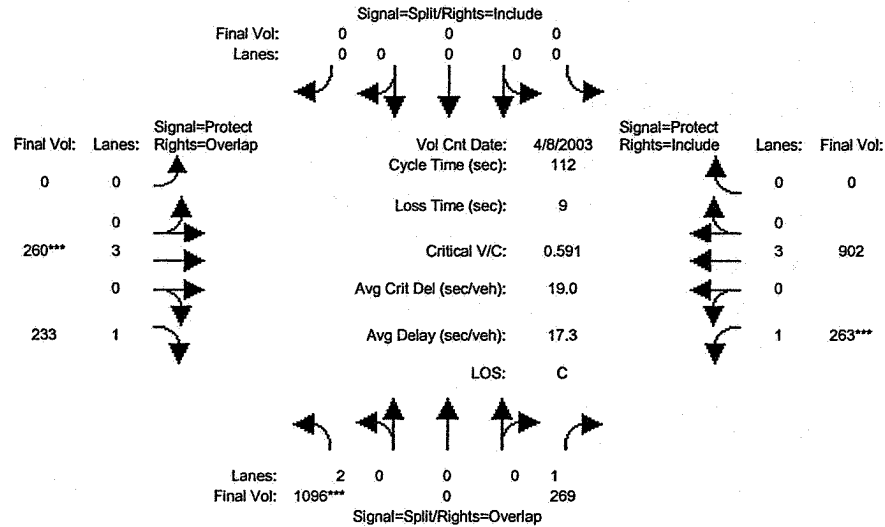


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	1096	0	269	0	0	0	0	247	233	263	880	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1096	0	269	0	0	0	0	247	233	263	880	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1096	0	269	0	0	0	0	247	233	263	880	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1096	0	269	0	0	0	0	247	233	263	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1096	0	269	0	0	0	0	247	233	263	880	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1096	0	269	0	0	0	0	247	233	263	880	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.13	0.15	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	64.9	0.0	93.0	0.0	0.0	0.0	0.0	10.0	74.9	28.1	38.1	0.0
Volume/Cap:	0.60	0.00	0.19	0.00	0.00	0.00	0.00	0.49	0.20	0.60	0.45	0.00
Delay/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.5	5.4	29.8	22.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.5	5.4	29.8	22.1	0.0
DesignQueue:	31	0	3	0	0	0	0	14	5	13	38	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3617: KEYES/SENER

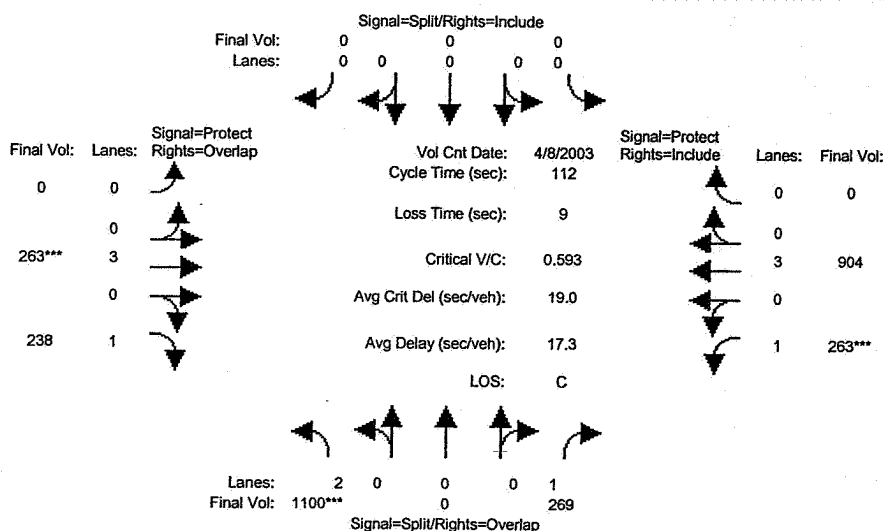


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	1096	0	269	0	0	0	0	247	233	263	880	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1096	0	269	0	0	0	0	247	233	263	880	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	13	0	0	22	0
Initial Fut:	1096	0	269	0	0	0	0	260	233	263	902	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1096	0	269	0	0	0	0	260	233	263	902	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1096	0	269	0	0	0	0	260	233	263	902	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1096	0	269	0	0	0	0	260	233	263	902	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.15	0.00	0.00	0.00	0.00	0.05	0.13	0.15	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	64.9	0.0	93.0	0.0	0.0	0.0	0.0	10.0	74.9	28.1	38.1	0.0
Volume/Cap:	0.60	0.00	0.19	0.00	0.00	0.00	0.00	0.51	0.20	0.60	0.47	0.00
Delay/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.7	5.4	29.8	22.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.7	5.4	29.8	22.2	0.0
DesignQueue:	31	0	3	0	0	0	0	15	5	13	39	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3617: KEYES/SENTER

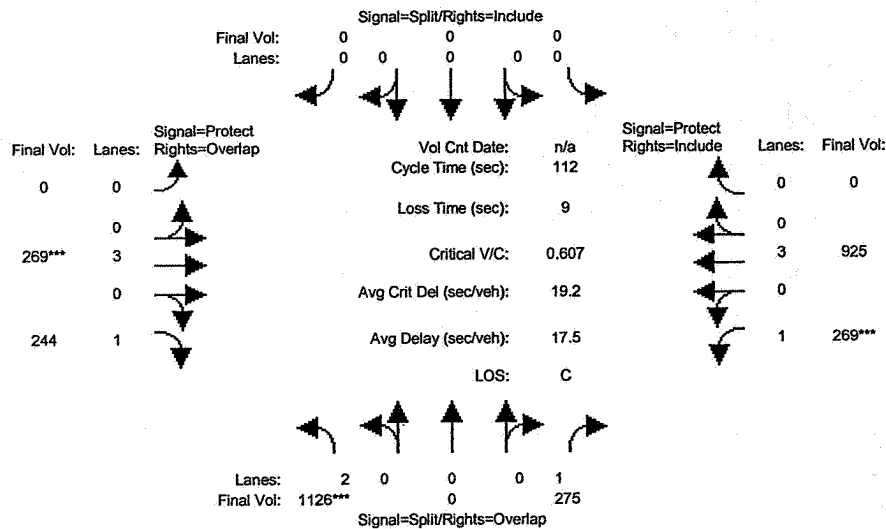


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	1096	0	269	0	0	0	0	247	233	263	880	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1096	0	269	0	0	0	0	247	233	263	880	0
Added Vol:	4	0	0	0	0	0	0	3	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	13	0	0	22	0
Initial Fut:	1100	0	269	0	0	0	0	263	238	263	904	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1100	0	269	0	0	0	0	263	238	263	904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1100	0	269	0	0	0	0	263	238	263	904	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1100	0	269	0	0	0	0	263	238	263	904	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.15	0.00	0.00	0.00	0.00	0.05	0.14	0.15	0.16	0.00
Crit Moves:	****						****			****		
Green Time:	65.0	0.0	93.0	0.0	0.0	0.0	0.0	10.0	75.0	28.0	38.0	0.0
Volume/Cap:	0.60	0.00	0.19	0.00	0.00	0.00	0.00	0.52	0.20	0.60	0.47	0.00
Delay/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.8	5.4	29.9	22.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	1.5	0.0	0.0	0.0	0.0	37.8	5.4	29.9	22.2	0.0
DesignQueue:	31	0	3	0	0	0	0	15	5	13	39	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3617: KEYES/SENER

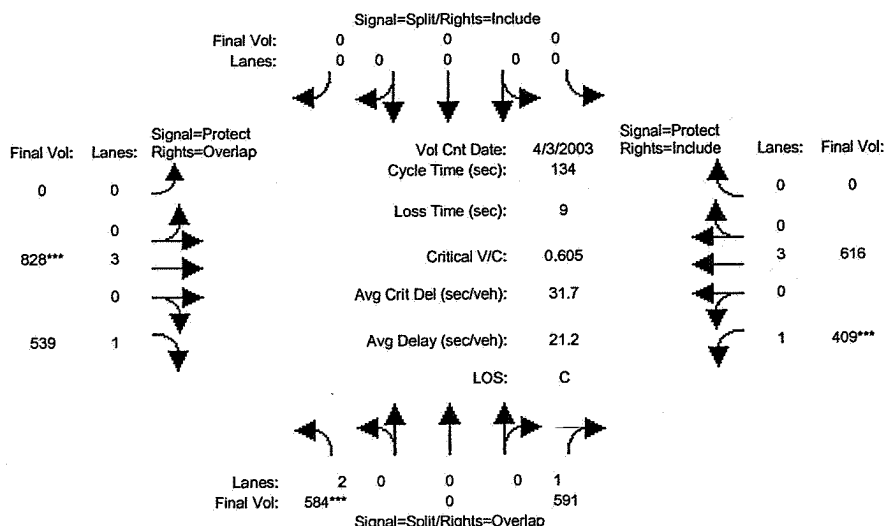


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module:												
Base Vol:	1126	0	275	0	0	0	0	269	244	269	925	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1126	0	275	0	0	0	0	269	244	269	925	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1126	0	275	0	0	0	0	269	244	269	925	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1126	0	275	0	0	0	0	269	244	269	925	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1126	0	275	0	0	0	0	269	244	269	925	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1126	0	275	0	0	0	0	269	244	269	925	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.16	0.00	0.00	0.00	0.00	0.05	0.14	0.15	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	65.0	0.0	93.0	0.0	0.0	0.0	0.0	10.0	75.0	28.0	38.0	0.0
Volume/Cap:	0.62	0.00	0.19	0.00	0.00	0.00	0.00	0.53	0.21	0.62	0.48	0.00
Delay/Veh:	12.1	0.0	1.5	0.0	0.0	0.0	0.0	37.9	5.4	30.2	22.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	1.5	0.0	0.0	0.0	0.0	37.9	5.4	30.2	22.3	0.0
DesignQueue:	32	0	3	0	0	0	0	15	5	13	40	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3617: KEYES/SENTER

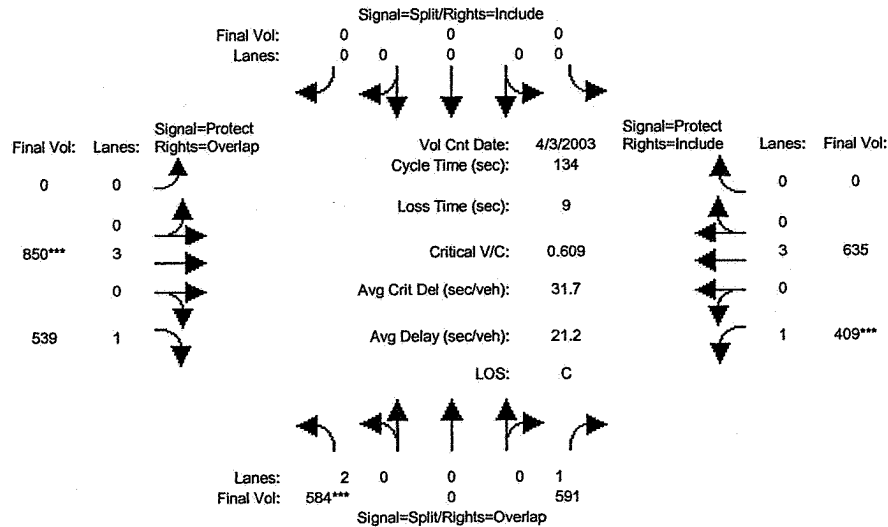


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	584	0	591	0	0	0	0	828	539	409	616	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	0	591	0	0	0	0	828	539	409	616	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	0	591	0	0	0	0	828	539	409	616	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	0	591	0	0	0	0	828	539	409	616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	0	591	0	0	0	0	828	539	409	616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	584	0	591	0	0	0	0	828	539	409	616	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.34	0.00	0.00	0.00	0.00	0.15	0.31	0.23	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	41.1	0.0	92.8	0.0	0.0	0.0	0.0	32.2	73.2	51.8	83.9	0.0
Volume/Cap:	0.61	0.00	0.49	0.00	0.00	0.00	0.00	0.61	0.56	0.61	0.17	0.00
Delay/Veh:	30.9	0.0	7.5	0.0	0.0	0.0	0.0	35.0	15.7	26.1	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	7.5	0.0	0.0	0.0	0.0	35.0	15.7	26.1	8.0	0.0
DesignQueue:	31	0	15	0	0	0	0	49	20	20	18	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3617: KEYES/SENER

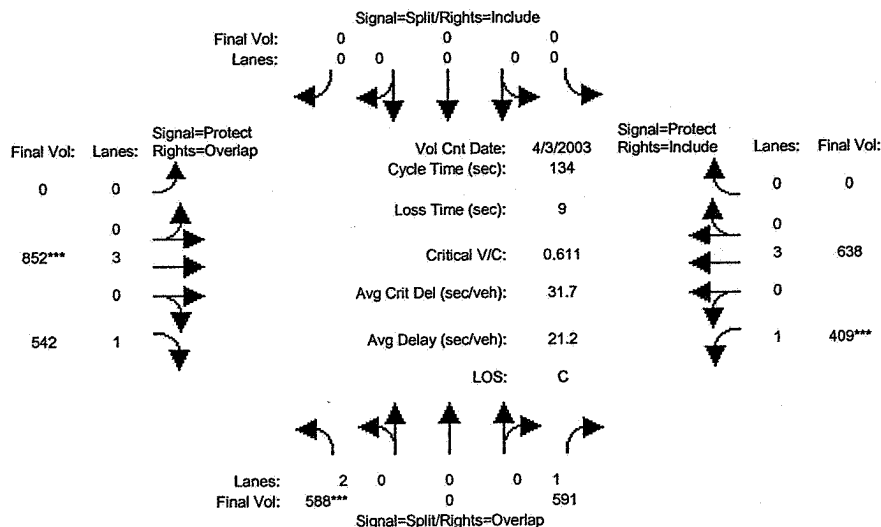


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	584	0	591	0	0	0	0	828	539	409	616	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	0	591	0	0	0	0	828	539	409	616	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	22	0	0	19	0
Initial Fut:	584	0	591	0	0	0	0	850	539	409	635	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	0	591	0	0	0	0	850	539	409	635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	0	591	0	0	0	0	850	539	409	635	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	584	0	591	0	0	0	0	850	539	409	635	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.34	0.00	0.00	0.00	0.00	0.15	0.31	0.23	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	40.8	0.0	92.2	0.0	0.0	0.0	0.0	32.8	73.6	51.4	84.2	0.0
Volume/Cap:	0.61	0.00	0.49	0.00	0.00	0.00	0.00	0.61	0.56	0.61	0.18	0.00
Delay/Veh:	31.1	0.0	7.7	0.0	0.0	0.0	0.0	34.7	15.5	26.4	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	0.0	7.7	0.0	0.0	0.0	0.0	34.7	15.5	26.4	7.9	0.0
DesignQueue:	32	0	15	0	0	0	0	50	20	20	18	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3617: KEYES/SENTER

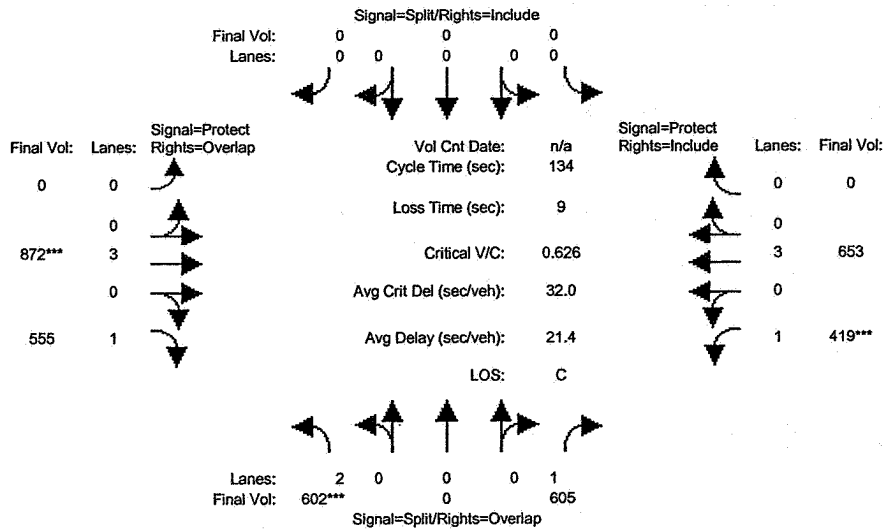


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	584	0	591	0	0	0	0	828	539	409	616	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	0	591	0	0	0	0	828	539	409	616	0
Added Vol:	4	0	0	0	0	0	0	2	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	22	0	0	19	0
Initial Fut:	588	0	591	0	0	0	0	852	542	409	638	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	588	0	591	0	0	0	0	852	542	409	638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	0	591	0	0	0	0	852	542	409	638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	588	0	591	0	0	0	0	852	542	409	638	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.34	0.00	0.00	0.00	0.00	0.15	0.31	0.23	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	40.9	0.0	92.2	0.0	0.0	0.0	0.0	32.8	73.7	51.3	84.1	0.0
Volume/Cap:	0.61	0.00	0.49	0.00	0.00	0.00	0.00	0.61	0.56	0.61	0.18	0.00
Delay/Veh:	31.0	0.0	7.7	0.0	0.0	0.0	0.0	34.7	15.5	26.5	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	0.0	7.7	0.0	0.0	0.0	0.0	34.7	15.5	26.5	8.0	0.0
DesignQueue:	32	0	15	0	0	0	0	50	20	20	18	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3617: KEYES/SENTER

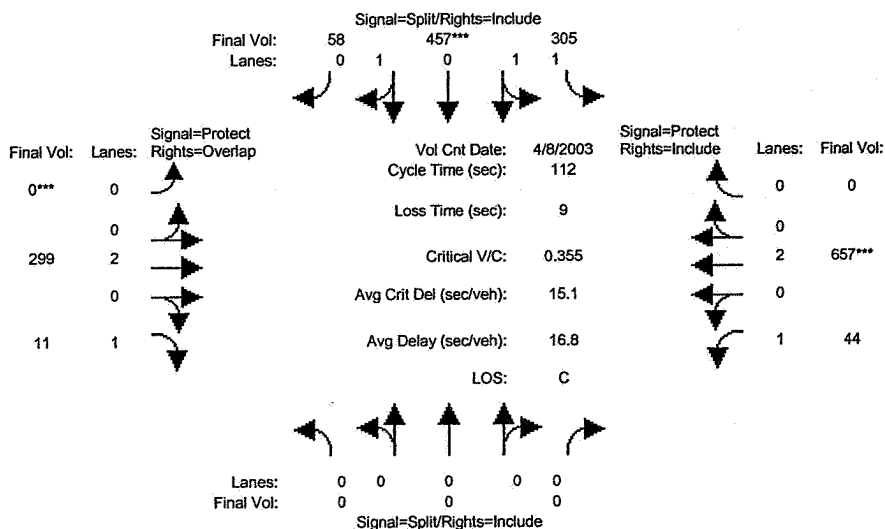


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module:												
Base Vol:	602	0	605	0	0	0	0	872	555	419	653	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	602	0	605	0	0	0	0	872	555	419	653	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	602	0	605	0	0	0	0	872	555	419	653	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	602	0	605	0	0	0	0	872	555	419	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	0	605	0	0	0	0	872	555	419	653	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol..	602	0	605	0	0	0	0	872	555	419	653	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat..	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.35	0.00	0.00	0.00	0.00	0.15	0.32	0.24	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	40.9	0.0	92.2	0.0	0.0	0.0	0.0	32.8	73.7	51.3	84.1	0.0
Volume/Cap:	0.63	0.00	0.50	0.00	0.00	0.00	0.00	0.63	0.58	0.63	0.18	0.00
Delay/Veh:	31.3	0.0	7.9	0.0	0.0	0.0	0.0	34.9	15.7	26.8	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	0.0	7.9	0.0	0.0	0.0	0.0	34.9	15.7	26.8	8.0	0.0
DesignQueue:	32	0	15	0	0	0	0	51	20	20	19	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3619: KEYES/10TH

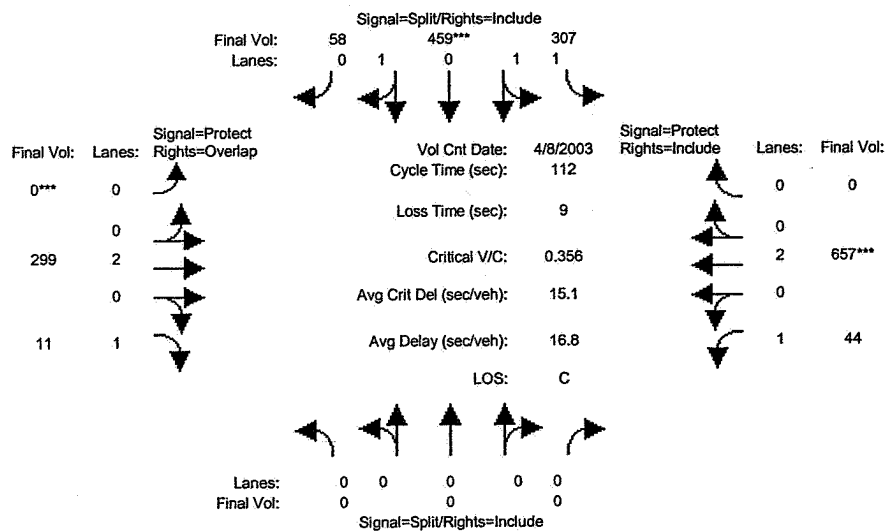


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	0	0	0	305	457	58	0	299	11	44	657	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	457	58	0	299	11	44	657	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	457	58	0	299	11	44	657	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	305	457	58	0	299	11	44	657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	457	58	0	299	11	44	657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	305	457	58	0	299	11	44	657	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.13	1.66	0.21	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1990	2981	378	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.08	0.01	0.03	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	48.4	48.4	48.4	0.0	32.1	32.1	22.5	54.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.27	0.02	0.13	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	23.5	21.8	27.9	13.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	23.5	21.8	27.9	13.6	0.0
DesignQueue:	0	0	0	11	17	2	0	14	0	2	22	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3619: KEYES/10TH

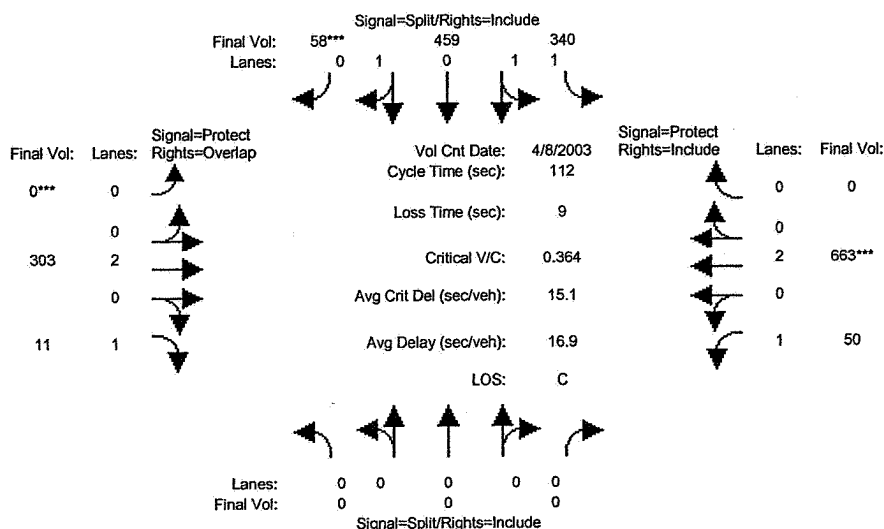


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	0	0	0	305	457	58	0	299	11	44	657	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	457	58	0	299	11	44	657	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	2	2	0	0	0	0	0	0	0
Initial Fut:	0	0	0	307	459	58	0	299	11	44	657	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	307	459	58	0	299	11	44	657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	459	58	0	299	11	44	657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	307	459	58	0	299	11	44	657	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.14	1.65	0.21	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1993	2980	377	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.08	0.01	0.03	0.17	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	48.5	48.5	48.5	0.0	32.0	32.0	22.4	54.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.28	0.02	0.13	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	23.6	21.8	27.9	13.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	23.6	21.8	27.9	13.6	0.0
DesignQueue:	0	0	0	11	17	2	0	14	0	2	22	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3619: KEYES/10TH

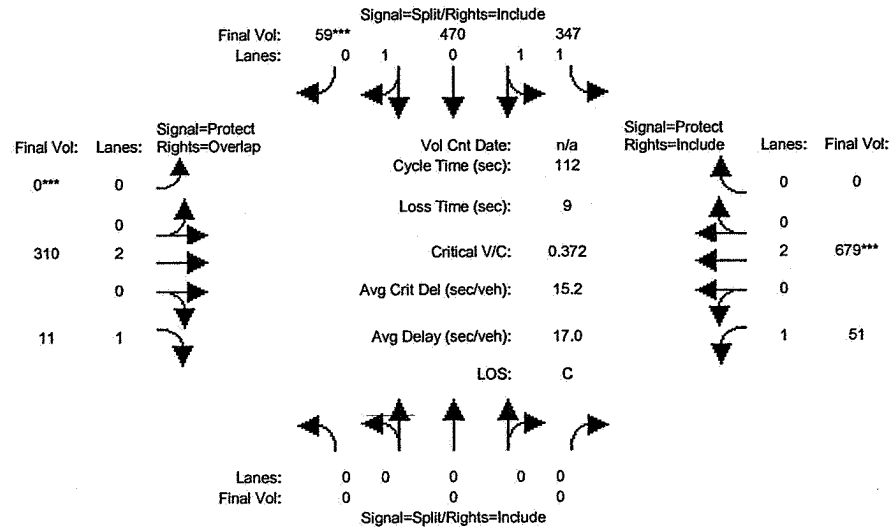


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 8 Apr 2003 <<												
Base Vol:	0	0	0	305	457	58	0	299	11	44	657	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	457	58	0	299	11	44	657	0
Added Vol:	0	0	0	33	0	0	0	4	0	6	6	0
PasserByVol:	0	0	0	2	2	0	0	0	0	0	0	0
Initial Fut:	0	0	0	340	459	58	0	303	11	50	663	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	340	459	58	0	303	11	50	663	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	459	58	0	303	11	50	663	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	340	459	58	0	303	11	50	663	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.21	1.59	0.20	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2122	2865	362	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.08	0.01	0.03	0.17	0.00
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	49.3	49.3	49.3	0.0	31.6	31.6	22.1	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.28	0.02	0.14	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	15.9	15.9	15.9	0.0	23.9	22.1	28.2	14.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.9	15.9	15.9	0.0	23.9	22.1	28.2	14.0	0.0
DesignQueue:	0	0	0	12	17	2	0	14	0	3	23	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3619: KEYES/10TH

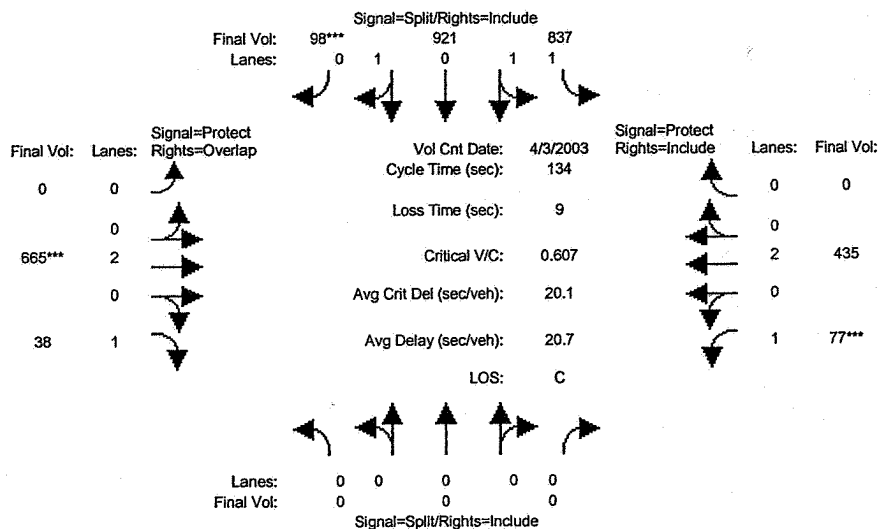


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	347	470	59	0	310	11	51	679	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	347	470	59	0	310	11	51	679	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	347	470	59	0	310	11	51	679	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	347	470	59	0	310	11	51	679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	347	470	59	0	310	11	51	679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	347	470	59	0	310	11	51	679	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.21	1.59	0.20	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2119	2870	360	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.08	0.01	0.03	0.18	0.00
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	49.3	49.3	49.3	0.0	31.6	31.6	22.1	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.29	0.02	0.15	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	16.0	0.0	23.9	22.1	28.2	14.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	16.0	16.0	0.0	23.9	22.1	28.2	14.1	0.0
DesignQueue:	0	0	0	13	17	2	0	14	0	3	23	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3619: KEYES/10TH

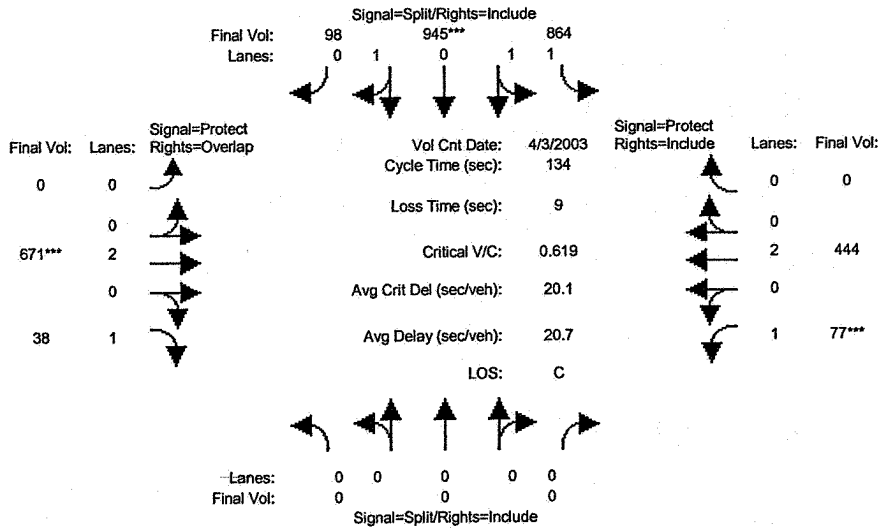


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	0	0	0	837	921	98	0	665	38	77	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	837	921	98	0	665	38	77	435	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	837	921	98	0	665	38	77	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	837	921	98	0	665	38	77	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	837	921	98	0	665	38	77	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	837	921	98	0	665	38	77	435	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.37	1.47	0.16	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2412	2655	282	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.17	0.02	0.04	0.11	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	76.6	76.6	76.6	0.0	38.7	38.7	9.7	48.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.61	0.00	0.61	0.08	0.61	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	14.5	0.0	32.0	26.4	51.4	23.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	14.5	0.0	32.0	26.4	51.4	23.5	0.0
DesignQueue:	0	0	0	29	32	3	0	37	2	5	21	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3619: KEYES/10TH

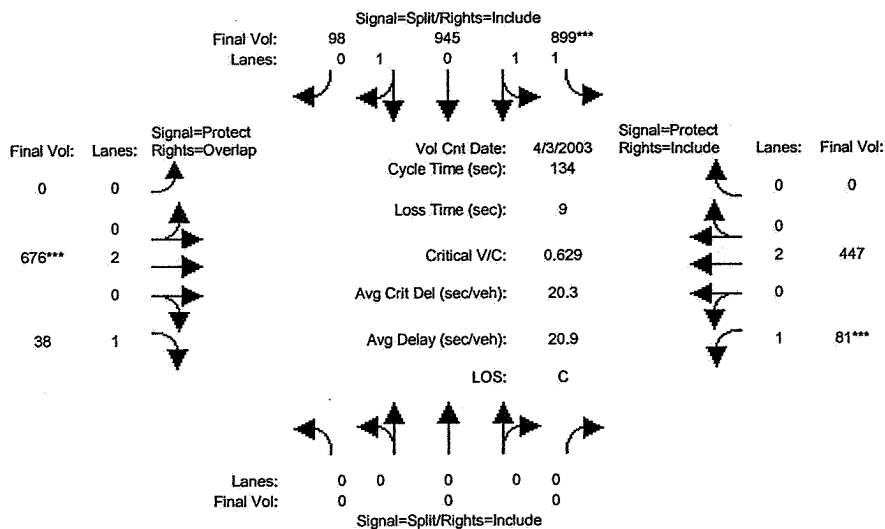


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	0	0	0	837	921	98	0	665	38	77	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	837	921	98	0	665	38	77	435	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	27	24	0	0	6	0	0	9	0
Initial Fut:	0	0	0	864	945	98	0	671	38	77	444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	864	945	98	0	671	38	77	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	864	945	98	0	671	38	77	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	864	945	98	0	671	38	77	444	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.37	1.48	0.15	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2424	2651	275	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.18	0.02	0.04	0.12	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	77.2	77.2	77.2	0.0	38.2	38.2	9.5	47.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.62	0.08	0.62	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	14.5	0.0	32.4	26.6	52.1	23.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	14.5	0.0	32.4	26.6	52.1	23.9	0.0
DesignQueue:	0	0	0	30	33	3	0	37	2	5	22	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3619: KEYES/10TH

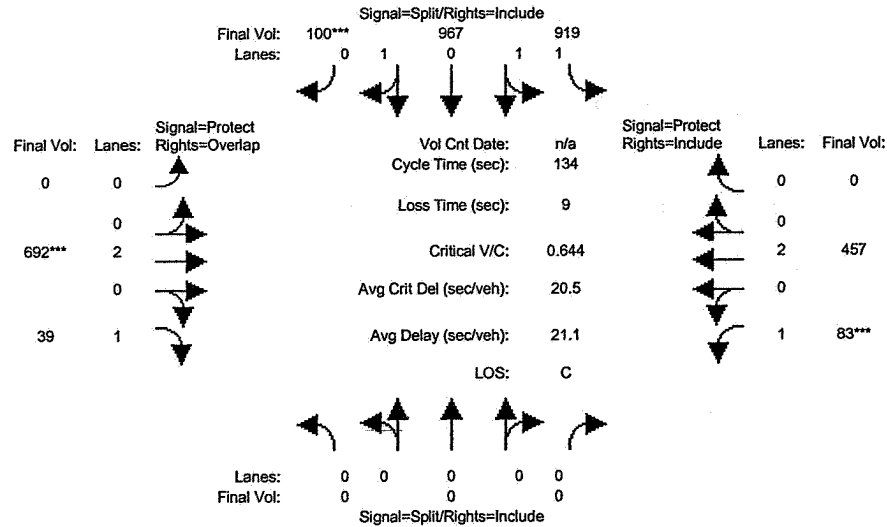


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 3 Apr 2003 <<												
Base Vol:	0	0	0	837	921	98	0	665	38	77	435	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	837	921	98	0	665	38	77	435	0
Added Vol:	0	0	0	35	0	0	0	5	C	4	3	0
PasserByVol:	0	0	0	27	24	0	0	6	0	0	9	0
Initial Fut:	0	0	0	899	945	98	0	676	38	81	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	899	945	98	0	676	38	81	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	899	945	98	0	676	38	81	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	899	945	98	0	676	38	81	447	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.40	1.45	0.15	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2476	2603	270	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.18	0.02	0.05	0.12	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	77.3	77.3	77.3	0.0	37.9	37.9	9.9	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.63	0.08	0.63	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	14.6	14.6	14.6	0.0	32.7	26.8	52.3	24.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	14.6	14.6	0.0	32.7	26.8	52.3	24.0	0.0
DesignQueue:	0	0	0	31	33	3	0	38	2	6	22	0

12th and Keyes Residential TIA
79 Apartment Units, 2,500 s.f. Coffee Shop
Project Scenario

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3619: KEYES/10TH



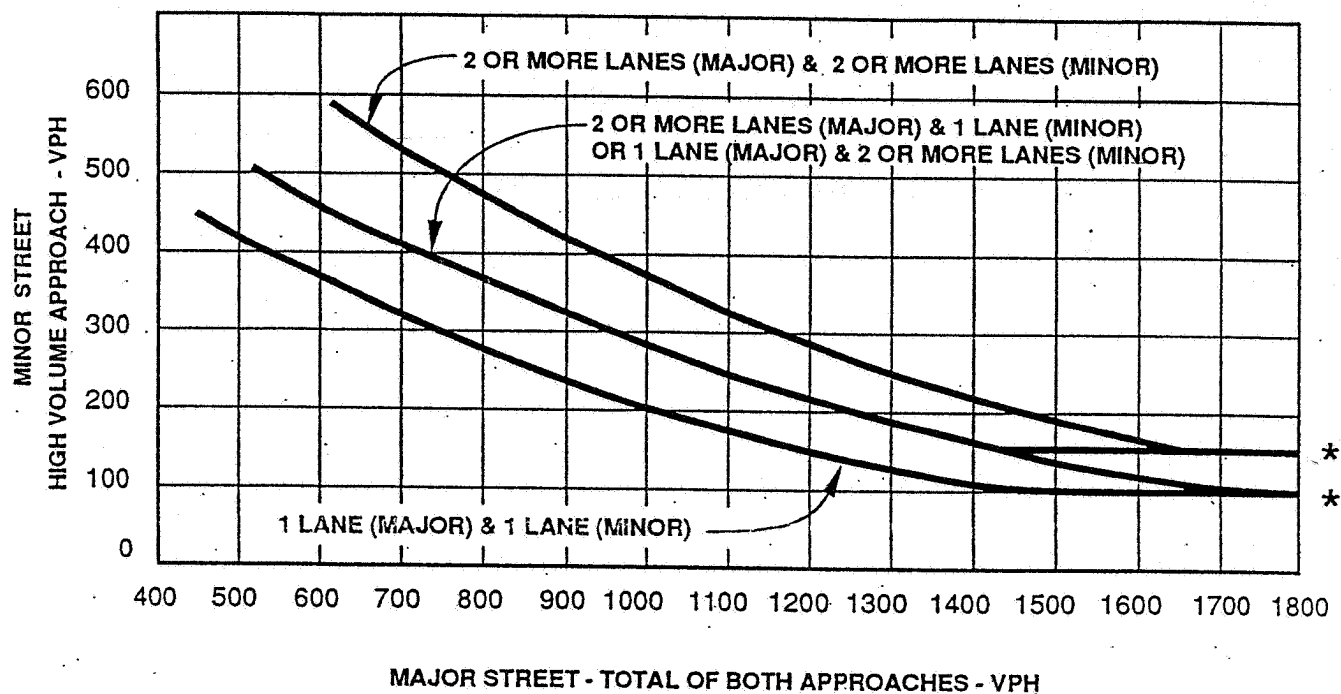
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	919	967	100	0	692	39	83	457	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	919	967	100	0	692	39	83	457	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	919	967	100	0	692	39	83	457	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	919	967	100	0	692	39	83	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	919	967	100	0	692	39	83	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	919	967	100	0	692	39	83	457	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.98	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.40	1.45	0.15	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2475	2605	269	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.18	0.02	0.05	0.12	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	77.2	77.2	77.2	0.0	37.9	37.9	9.9	47.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.64	0.00	0.64	0.08	0.64	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	14.9	14.9	14.9	0.0	33.0	26.8	53.0	24.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	14.9	14.9	0.0	33.0	26.8	53.0	24.0	0.0
DesignQueue:	0	0	0	32	34	3	0	39	2	6	23	0

Appendix E

Signal Warrant Sheets

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Twelfth Street and Keyes Street



WARRANT 11 - Peak Hour Volume

Approach Lanes		One	2 or more				
Both Approaches - Major Street	Keyes		✓	2975	3018	2810	2857
Highest Approaches - Minor Street	Twelfth	✓		40	48	36	41

SATISFIED* YES ☒ NO ☐

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

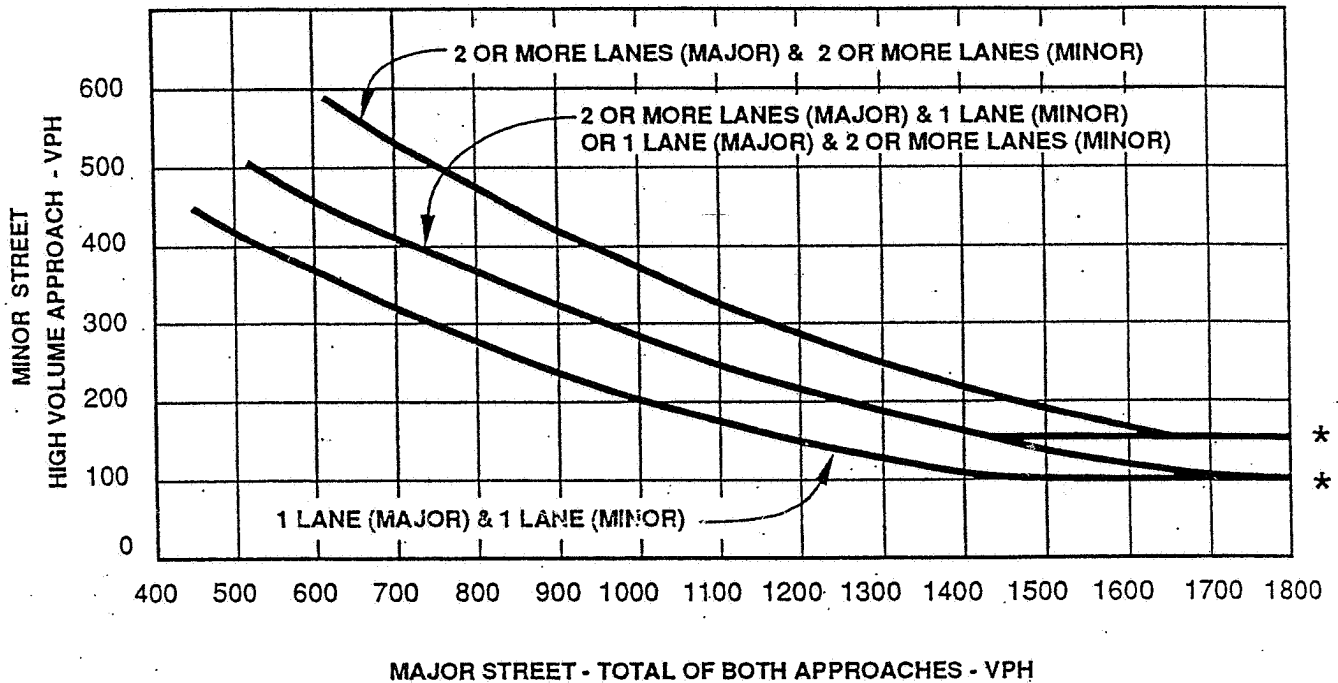
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Twelfth Street and Keyes Street



WARRANT 11 - Peak Hour Volume

Approach Lanes	One	2 or more	Hour
Highest Approach-Major Street			2436 2442 1549 1589
Left-turns on opposite Approach-Major Street			12 12 49 56

SATISFIED YES ☐ NO ☒

Background PM
Project PM
Background PM
Project PM

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.